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TRANSCRIPT OF THE
SANDY HOOK PUBLIC MEETING
APRIL 12, 2003

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1 MR. WILSON: Good afternoon. On behalf
2 of the National Park Service, I would like to welcome
3 you to the Gateway National Recreation Area, Sandy
4 Hook unit.

5 My name is Russ Wilson. I'm the unit
6 superintendent.

7 You have to forgive me. I am laboring
8 under a little bit of a nose and throat thing here
9 today.

10 Richard Wells will -- the Deputy
11 Superintendent, will represent the National Park
12 Service on the panel.

13 We are at a bit of a loss here. Both of
14 our traffic engineers haven't appeared yet. We
15 have -- we have been trying to reach them, and we
16 have a ranger out trying to call them right now. So
17 Richard Wells will present the results of the -- of
18 the most recent traffic study, and we have a panel
19 here to handle questions.

20 So without further ado, again, I thank
21 you all for coming, and I would like to turn the
22 meeting over to Greg Marshal of the National Park
23 Service, who will act as to day's moderator.

24 MR. MARSHAL: Good afternoon. I am going
25 to first kind of take a stab at introducing the folks

1 up here.

2 On my far right, we have Robert
3 McIntosh, who is an associate regional director from
4 the Boston office.

5 Eddie Sheehan Hammon, who is the
6 director of communications and tourism for the
7 northeast region.

8 I think you all know Richard, the deputy
9 superintendent here.

10 And Brian Feeney, who is the public
11 affairs officer for most of the eastern seaboard, I
12 think, if I'm -- so I think, as Russ said, I guess
13 while we're trying to track down the traffic
14 consultants, we are going to turn it over to Richard
15 to provide you with an introduction and information
16 concerning the traffic study. And when Richard gets
17 done, we'll move forward from there.

18 Richard.

19 MR. WELLS: Thank you, Greg. And, also,
20 I would like to welcome you all here to Sandy Hook
21 Gateway National Recreation Area.

22 Based on comments and concerns that were
23 raised in previous public meetings about the
24 potential for traffic impacts, the National Park
25 Service, through the New Jersey Department of

1 Transportation, executed a contract for a traffic
2 study of the local area.

3 The scope of the traffic study was based
4 on those comments and consultations between the
5 traffic engineers, the New Jersey DOT, and local
6 municipalities and county transportation.

7 The study evaluates potential impacts at
8 six intersections, all the way from the Garden State
9 Parkway to Route 520, the Rumson bridge.

10 Beyond Route 520, there is a more direct
11 route to the Jersey shore than along Route 36.

12 I hope you've all had the time to read
13 the study. It -- although, it's very voluminous,
14 almost 300 pages, the substance of the study, at the
15 beginning, is about 20 pages.

16 The -- the impact study addressed these
17 six intersections under several different conditions.

18 One of the concerns expressed was that
19 the bridge, replacement bridge over the Shrewsbury
20 River at Highlands may not come to pass; although, it
21 is in the state's transportation plan and funded by
22 the Federal Highway Administration for construction
23 in 2006.

24 So there's really no reason to believe
25 that replacement of that bridge won't happen.

1 But this study, because of those
2 concerns raised, looked at the possibility of what
3 traffic conditions would be if it continued to be a
4 35-foot-high, moveable-span bridge, plus another
5 alternative that was considered in the bridge
6 planning effort, which is a 55-foot, fixed-span
7 bridge, and -- I'm sorry -- 55-foot, moveable-span
8 bridge, and then, finally, New Jersey's plan, which
9 is for a 65-foot, fixed-span bridge.

10 The study also took into account other
11 developments which have already been approved by the
12 local planning boards, and they are listed in an
13 appendix in the back of the document.

14 In addition to impacts on intersections,
15 six intersections, along the access routes, Route 36,
16 the study looks at potential additional delays on the
17 Highlands bridge that might result from the
18 rehabilitation and reuse of buildings at Fort
19 Hancock.

20 Just concisely, of all the intersections
21 that were evaluated, five of them operate below --
22 below -- within an acceptable level of service.

23 One intersection at Broad Street in
24 Keyport, which is 17 miles from the park, is
25 currently approaching its capacity, and the

1 conclusion here is that the combination of background
2 growth, which is just the natural growth of traffic,
3 about 1 percent a year, and the traffic that would be
4 generated by the other developments, which have
5 already been approved, and traffic that would be
6 generated by the Fort Hancock redevelopment, would
7 have an effect on that intersection at Broad Street.
8 And the problem there would be only in the evening
9 rush hour in the summer.

10 That impact, actually that Fort Hancock
11 development adds about 80 cars to that intersection
12 in that summer afternoon rush peak hour, and the
13 combination of all the additional traffic that would
14 be passing through that intersection, the natural
15 growth, the other developments, and the Fort Hancock
16 adapted use project, would, in fact, push that -- the
17 level of service at that intersection of Broad Street
18 to an unacceptable condition by 10 cars, and that
19 would be projected to occur in 2008.

20 There's -- the study also points out
21 that it would be possible to mitigate this by
22 constructing two left-turn lanes, one on each side of
23 Broad Street, to accelerate the cross traffic.

24 Also, we received a letter from the New
25 Jersey Department of Transportation, which indicates

1 that there would be no requirement for technical and
2 substantive reasons, there's no requirement for
3 mitigation of the impact at that intersection.

4 The other conclusion is that, in the
5 unlikely event that there is a 35-foot, moveable-span
6 bridge at -- across the river at Highlands, in 2008,
7 that additional -- during that peak hour, rush-hour
8 traffic, in the summer, summer afternoon, the
9 additional traffic from Fort Hancock would add about
10 45 seconds to an average five-minute delay.

11 But, in the event of that New Jersey
12 Department of Transportations plan, which is to
13 construct a 65-foot fixed-span bridge, it would
14 eliminate all traffic delays across that bridge,
15 regardless of any rehabilitation and adaptive use at
16 Fort Hancock.

17 Again, I am not a traffic engineer, I am
18 a landscape architect; and although I've poured
19 through the study numerous times, I am going to make
20 my best efforts to answer any questions you have
21 about the traffic study, and we are still keeping our
22 fingers crossed that the traffic engineers will
23 arrive before the meeting concludes.

24 So with that I will turn it back to
25 Greg. He has some ground rules.

1 MR. MARSHAL: Thank you, Richard.

2 Did everybody get the handout when you
3 came in that sort of explained what the protocol of
4 the rules are, so you understand?

5 You can have my copy.

6 I think I will just briefly read them to
7 you then. I apologize.

8 The first thing that we are going to do,
9 if you haven't signed up -- did everybody sign up
10 that needed to sign up in the lobby? Did we get that
11 part?

12 A VOICE: No.

13 MR. MARSHAL: Well, if you didn't sign
14 up, I am sure they have another sheet out there to
15 make sure that you get signed up, because I have the
16 first two sheets, and we will be going through that
17 in a minute.

18 The rules, so to speak, for this
19 afternoon are, anybody that wants to speak, all the
20 questions you have, we ask that you come up to the
21 podium so that the AV people can handle it and make
22 sure everybody else hears what you have to say.

23 If possible, you are encouraged to
24 prepare your question in writing, and read your
25 comments at the podium.

1 You are asked to speak into the
2 podium -- speak into the microphone in your regular
3 speaking voice.

4 We also ask that everybody keep their
5 comments to three minutes, and we will try to be as
6 reasonable as possible, that if you ask a question,
7 to make sure you get a proper answer to it, and we
8 will handle that accordingly.

9 You can direct your question to an
10 individual member of the panel, and, again, remember
11 that all your comments and questions and replies are
12 being recorded and transcribed as part of the
13 administrative record today.

14 So is everybody okay on the protocols
15 and rules? We are trying to keep this efficient and
16 orderly.

17 Mr. Coleman?

18 MR. COLEMAN: (Inaudible.)

19 MR. MARSHAL: I think what we will do,
20 Judge, again, I know that Richard is familiar with
21 it, and, again, he is not the expert, but I think, in
22 order to make the best use of everybody's time, I
23 think we will proceed the way that we have
24 prescribed, and if the traffic consultants show up
25 after awhile, I am sure that Richard will keep track

1 of people's questions, and we will try to do that as
2 efficiency as we can when the traffic consultants
3 show up, and if they show up.

4 But just in the event that, you know,
5 there is some problem that -- some unfortunate
6 circumstance that kept the gentleman from being here,
7 again, I think we might as well use the best of our
8 time.

9 I thought about using the caught in
10 traffic joke, too, but I passed that up.

11 So what I would like to do is, again, we
12 are going to have -- yes, ma'am.

13 MS. VOICE: Excuse me. (Inaudible) not
14 here (inaudible).

15 MR. MARSHAL: Well, why don't we play
16 that by ear.

17 This is scheduled to go for awhile, and
18 let's not predetermine whether or not we are going to
19 do something we don't quite know yet. We will talk
20 and let you know how that is decided before we leave
21 today and see what happens.

22 MS. VOICE: It is a waste of our time.

23 MR. MARSHAL: Well, I understand that,
24 but I understand, also, that everybody made the
25 effort to be here today, and instead of just, you

1 know, getting up and leaving, and maybe --

2 MR. VOICE: (Inaudible) let's reschedule
3 it for another time.

4 MR. MARSHAL: I understand what you're
5 saying, but unless I'm told otherwise, I think we are
6 going to move forward and see what happens.

7 First of all, are there any elected
8 officials here that would like to be heard at this
9 time?

10 I guess Paul is here from Congressman
11 Pallone's office. Paul, would you like to say
12 something at this time?

13 PAUL: I would like to (inaudible).

14 MR. MARSHAL: Okay. You want to do that?
15 Richard is going to read two letters.

16 MR. WELLS: We have received two letters
17 from elected officials who asked that they be read
18 today.

19 The first letter is from Senator John
20 Corzine, who says: "I am sorry I am unable to attend
21 this important public meeting on the New Jersey
22 Department of Transportation's extended study of the
23 impact of proposed restoration activities on the
24 local area road systems.

25 "I appreciate the expanded public

1 outreach by the National Park Service to insure that
2 all voices are heard and appropriately incorporated
3 into the final report.

4 "I commend your continued attention to
5 restoration and environmental concerns and thank all
6 the participants for the thoughtful input.

7 "I look forward to working together to
8 enhance Sandy Hook as a national ecological,
9 environmental and recreational attraction, and a best
10 practices model of thoughtful historic restoration
11 that can be enjoyed by visitors from all over."

12 The second letter is from New Jersey
13 Senator Joseph Kyrillos, and Senator Kyrillos says:
14 "I wanted to take this opportunity to express my
15 support for the plans of the National Park Service
16 and the Sandy Hook Partners to rehabilitate and put
17 in contemporary use historic Fort Hancock.

18 "I also believe that this public/private
19 partnership would complement the mission of the Park
20 Service to preserve and protect the cultural and
21 natural resources of this wonderful property.

22 "While I applaud the National Park
23 Service for their thorough and extensive process, I
24 also wanted to express my concern for the length of
25 time it is taking to conclude this process.

1 "I, like so many of my fellow elected
2 officials, community leaders, and neighbors, believe
3 that this partnership is the best, and perhaps only
4 way to preserve this venerable fort that has proudly
5 and markedly served our nation.

6 "We are excited about the creation of a
7 year-round learning campus of education, research,
8 recreation, cultural arts and hospitality, and we
9 believe that this would be a tremendous asset to
10 Monmouth County, our great State of New Jersey, and
11 the metropolitan New York region.

12 "I believe that the fort at Sandy Hook
13 will set a new and higher standard for historic
14 preservation of our national treasures.

15 "I was extremely gratified by President
16 Bush's executive order preserve America that stated
17 it is the policy of the federal government to provide
18 leadership in preserving America's Heritage by
19 actively advancing the protection, enhancement and
20 contemporary use of the historic properties.

21 "The President's goal of building
22 preservation partnerships, through the use of
23 historic properties, in a manner that contributes to
24 their long-term preservation and productive use,
25 further strengthens the proposal by Sandy Hook

1 Partners.

2 "I have been offered to host a press
3 conference to officially announce the formal
4 agreement between the National Park Service and Sandy
5 Hook Partners.

6 "If I or my office can be of any
7 assistance in bringing this process to a conclusion,
8 and in beginning this historic project, please do not
9 hesitate to call me.

10 "I have also enclosed a partial list of
11 endorsements so that you may see the broad base of
12 support that the Fort at Sandy Hook project has
13 received."

14 And I will briefly mention these, quite
15 of few of which are elected bodies in the local area.

16 MR. VOICE: Are you going to give him
17 equal time in opposing (inaudible) endorsement plan?

18 MR. MARSHAL: Absolutely. Everybody will
19 have equal time.

20 MR. VOICE: (Inaudible.)

21 MR. MARSHAL: And we will be happy to
22 stay here as long as you like this afternoon so
23 everyone can speak.

24 The list that Senator Kyrillos included
25 in his letter to the regional director are of

1 entities endorsing the rehabilitation of Fort Hancock
2 and the Sandy Hook Partners plan are the National
3 Trust for Historic Preservation, the New Jersey state
4 Historic Preservation Office, the Bayshore
5 Environmental Economic Development Corporation,
6 Senate Joseph Kyrillos, Assemblyman Azzolina,
7 Assemblyman Steve Corodemus, Mayor Ed McKenna, the
8 Two River Mayors Council, the Bayshore Council of
9 Mayors, a number of individuals, Sandy Hook
10 Foundation, the Bayshore Joint Shore Commission,
11 Monmouth Ocean Development Council, Northern Monmouth
12 Chamber of Commerce, the Henry Hudson School
13 District, the Monmouth County Planning Board, Rutgers
14 University, Middletown Environmental Commission, the
15 Middletown Landmarks Commission, and the Community
16 YMCA of Red Bank.

17 That's all I have.

18 MR. MARSHAL: Okay. We are going to
19 proceed now with the public comments.

20 I think the other thing that we are
21 going to try to do is, you know, we have to make sure
22 that we retain some decorum, and if we keep trying to
23 recognize people in the audience, if you have a valid
24 point, I understand that, but we will need to go in
25 with the public comments.

1 I have to give you my pronunciation
2 disclaimer up front. If I mispronounce your name, it
3 is obviously not my fault. You have -- I have
4 difficulty pronouncing names sometimes, so I will
5 take responsibility for it, but it's not my fault.
6 So I apologize in advance if I do something horrible
7 to your last name.

8 We are also going to do is call the next
9 speaker up after we get going so you have an
10 opportunity to make your way to the front so we can
11 move them along as quickly as possible. We would
12 appreciate that.

13 The first person we have on the list is
14 Francisco Hizerafati (phonetic).

15 MR. HIZERAFATI: I can't imagine you'd
16 have a difficult time with that.

17 MR. MARSHAL: I got the Francisco part
18 right, didn't I? Thank you, sir.

19 Next up is Carl DePhilips, I believe.
20 You're up next.

21 MR. HIZERAFATI: I really had about 30-
22 minutes worth, but I understand I'm down to three
23 minutes, so I won't bore you too long.

24 My name is Frank Hizerafati, and I am a
25 resident of Atlantic Highlands.

1 In recent years, I served as a trustee
2 of the Battleship New Jersey Foundation that's
3 headquartered in Middletown, and I was formerly a
4 Commissioner of Pilots in the State of New Jersey
5 until just recently.

6 I retired as a Navy commander back a few
7 years ago, and I am truly here to lend my support to
8 the Fort Hancock historic restoration project at
9 Sandy Hook.

10 I think it is a well thought-out plan
11 that will benefit not just the Gateway National
12 Recreation Area Sandy Hook unit, but, also, the
13 residents and taxpayers of the Bayshore region and
14 Monmouth County.

15 I am also here as a spokesman of the
16 proposed United States Military Museum at Fort
17 Hancock.

18 We are a nonprofit, tax exempt 501(c)(3)
19 organization, approved by the Internal Revenue
20 Service in the State of New Jersey, Treasury
21 Department.

22 We are currently in the early stages of
23 organizing a first-rate team of Army and other
24 branches of the armed forces, officers who envision
25 the nation's first United States Military Museum at

1 Fort Hancock.

2 You know, some may say why Fort Hancock.

3 It is the beginning of our nation. Many of the
4 officers and men from this area believe that Fort
5 Hancock is the ideal site for a military museum to
6 represent the entire history of America's armed
7 forces dating back to before the American Revolution.

8 New Jersey was a crossroads of the
9 American Revolution. Our Revolutionary War that gave
10 birth to our nation was fought on New Jersey soil.

11 Fort Hancock had a strategic role in the
12 birth of our nation, and there is a little article
13 out there that talks about the Sandy Hook Lighthouse
14 was captured by the British in the Revolution and
15 they kept it throughout in order to preserve
16 themselves.

17 Fort Hancock at the tip of Sandy Hook
18 was strategically situated as a defensive early
19 warning system, since our nation's beginnings in the
20 early 1600s.

21 Sandy Hook is the site of the nation's
22 oldest continuous operating lighthouse sentinel at
23 Fort Hancock.

24 It remains today as a surviving symbol
25 of America's freedom and liberty, our original

1 ancient Statute of Liberty, our pre-revolutionary
2 beacon of light that has been preserved by the
3 National Park Service. We are, indeed, fortunate.

4 Thank you.

5 Sandy Hook, Fort Hancock is in the eye
6 of the great Gateway to America. Now the National
7 Park Service is trying to preserve the remaining
8 historic military structure at Fort Hancock in an
9 effort that we, as a military organization,
10 wholeheartedly support.

11 We envision Fort Hancock as the official
12 home of the nation's first military museum
13 representing all five branches of the armed services,
14 including the Merchant Marines, and women in the
15 military over the past three centuries.

16 MR. MARSHAL: Francisco, you need to wrap
17 it up.

18 MR. HIZERAFATI: The United States
19 Military Museum at Fort Monmouth can evolve into a
20 national monument in its own right. We are ready to
21 work with the National Park Service and the Sandy
22 Hook Partners in the restoration of one of the only
23 barracks at Fort Hancock, as we are the proud and
24 prominent home of the United States military museum.

25 Thank you very much for your time,

1 ladies and gentlemen. Have a nice afternoon.

2 MR. MARSHAL: Thank you, sir.

3 MR. HIZERAFATI: Thank you.

4 MR. MARSHAL: I now have Carl DeFilipis,
5 to be followed by Judith Stanley Coleman.

6 MR. DE FILIPIS: Good afternoon,
7 everybody. My name is Carl DeFilipis, and I reside
8 in West Caldwell, New Jersey, which is approximately
9 60 miles away from here.

10 I am not a park ranger, I am a park
11 volunteer, having a five-figure salary.
12 Unfortunately, all the figures are zeros.

13 When I drive down for park duty, I
14 always stop in Red Bank for breakfast. When my duty
15 is done, I shop in the area, have dinner, or just
16 watch the ocean.

17 I love this area, and wish I lived here.

18 I have a special attachment for Fort
19 Hancock. In the 1960s, I worked on the Nike Hercules
20 Missile System for the Department of The Army.

21 I visited the Nike site here, as well as
22 other sites throughout the United States.

23 Talk about deja vu all over again, I am
24 now giving tours at the recently beautifully
25 refurbished Nike radar site. I did a tour this

1 morning.

2 I would be honored if I could give you a
3 tour some day.

4 Last year I presented why I was in favor
5 of this proposal. It will give us needed amenities,
6 and I won't go into those. You are aware of those.

7 Here is some additional information.

8 Fort Hancock is the only complete,
9 intact Army fort on the eastern seaboard. Being in
10 tact, it can give the visitor the total experience of
11 what it was like to live and work on a military
12 installation, a jailhouse, post office, movie
13 theater, officers quarters, enlisted men's barracks,
14 and other buildings are all here, and these buildings
15 are not the typically ugly military quonset huts,
16 nondescript wood barracks or architecturally
17 deficient concrete block houses.

18 They are beautiful, 100-year-old
19 colonial revival brick buildings, similar to the ones
20 at Fort Ethan Allen in Vermont, which is now a
21 college campus.

22 It is my considered opinion, that
23 without restoration, the Fort Hancock buildings will
24 continue to deteriorate, requiring cordoning off
25 buildings for safety reasons.

1 Fort Hancock will then become an
2 eyesore.

3 Every summer I notice that a large tent
4 is pitched near the chapel. Various groups come out
5 to the tent to enjoy some food, music and
6 surroundings.

7 Do you think that these people will come
8 out if Fort Hancock looks like a war zone?

9 We all know that the federal government
10 budget restraints are here today because of decreased
11 revenue and increased expenses, such as Iraq, home
12 security, airline bailouts, and heaven knows what.

13 Therefore, there is no federal funds for
14 any restoration here, now I think forever.

15 Being involved in tours, I have talked
16 to many people from all over the world and the U.S.
17 Without me soliciting comments, they have expressed
18 overwhelming support for the restoration as proposed.

19 Foreign nationals do not understand why
20 the U.S. does not preserve its history.

21 Unfortunately, ladies and gentlemen,
22 many of us in this room, including myself, are in the
23 twilight or the autumn of our lives.

24 This proposal, therefore, may not be for
25 us, but it will be for our children, our

1 I study it, and I am sorry you don't have your person
2 here, is putting the cart before the horse.

3 How can you have a traffic study when
4 you don't know what to study? Are we still talking
5 about 800 cars in addition to 1200 people? And, if
6 so, how was that figure arrived at? By multiplying
7 36 buildings times what.

8 Is the figure of just the workers?
9 Where are the client number? Where are the
10 sleepovers? Where are the diners? Where are the
11 diners? Where are the drinkers? Where are the
12 conferees?

13 You don't build a pyramid from the top
14 down, you build it from the ground up.

15 (Applause).

16 MRS. COLEMAN: Thank you. Then, when you
17 have those numbers, then you can assess what to
18 expect.

19 I have some brief comments and/or
20 questions after a cursory study of this, because we
21 really didn't get it in time to study the traffic
22 study in detail.

23 So I will try to give you those notes in
24 writing.

25 Traffic studies come and go, but 90

1 percent of the time bolster the findings of those who
2 pay the bill.

3 Knowing that, and putting that aside,
4 there are some glaring errors and omissions.

5 As to the scope of the project, the
6 intersections defined glaringly omit the traffic
7 impacts that will be associated, and I know you
8 mentioned the new ferry, but we really don't know
9 what will happen about that, in Belfort, particularly
10 as it affects service at Route 36 and Main Street and
11 Route 36 and East Road.

12 Factor in the ferry service, so that the
13 development of Sandy Hook, along with the anticipated
14 development along Route 36, are fully addressed and
15 at its optimum.

16 It also omits the effect of the large
17 developments being built or are to be built in Long
18 Branch.

19 I was down there the other day, there
20 are hundreds, upon hundreds of units going up, and
21 they have to be taken into consideration, because
22 this area should really be affected from here to
23 Asbury Park.

24 And it also ignores the potential
25 development of what is known, and I am sure you have

1 all read about it, as the town center. That will
2 affect Broad Street in Keyport. It is a gigantic
3 project, and its numbers should be factored in.

4 The Highlands bridge across land from
5 the Hook to the mainland, when will that really be
6 built. You say 2008, but you know you have to have
7 the state, the county, and the federal rejections all
8 together.

9 Will it be built before the development
10 or sometime in the far-off future past 2008?

11 Why can't we know these things? They
12 must be factored in in order for us to have a good
13 study.

14 Maybe they are in somebody's plans or in
15 somebody's desk draw.

16 Then there are other intersections in
17 Middletown that should be addressed and were not.

18 Route 36 and Thomson Avenue, Route 36
19 and Main Street, and that's in Port Monmouth, Route
20 36 and Palmer Avenue, and Route 36 and Leonard
21 Avenue, Leonardo.

22 Other errors that I quickly ceased upon
23 are that Route 36 eastbound does permit right-hand
24 turns into Main Street, as to the increased
25 development. Middletown has many more units being

1 planned than you have mentioned in this traffic
2 report.

3 For example, Regency Park will contain
4 110 garden apartments, not 44. The Dunes at Spy
5 House Harbor will be 123 condominiums, not 84.

6 And proper or planned uses have not been
7 adequately decided, or put up as in the Gatewell
8 Village, and I don't know all of them.

9 The Middletown senior housing will have
10 180 senior units, not 115, and will also contain a
11 public recreation facility with two full baseball
12 fields and a soccer field.

13 MR. MARSHALL: Ms. Coleman, we need to
14 wrap your up.

15 MRS. COLEMAN: I will do it as fast as I
16 can.

17 I did try to study this traffic.

18 No impact on the secondary roads after
19 the main intersections was addressed. This seeking
20 out by cars of quicker ways to achieve destination is
21 what sprawls cars through residential sections. This
22 is what we know as sprawl. That is the invasion of
23 neighborhoods.

24 For example, I live on Navesink River
25 Road, and it is now a highway because people seek

1 other levels to get to where they're going. They
2 don't go on the main roads. We have truck traffic,
3 bus traffic, everything.

4 Furthermore, they mention, of the
5 intersections they address, the majority are five out
6 of six, not considering the ones that were not
7 mentioned, are C and below, but could handle the
8 traffic.

9 How can they make a level of service a D
10 when it actually should be E because the delay now is
11 a level D requirement.

12 Many flaws abound in this traffic
13 report.

14 If the project is going to generate 664
15 vehicular trips in the A.M., and 459 in the P.M.,
16 with the number of units to be built incorrect, that
17 we have seen, and I just pointed them out, how can we
18 do anything but throw this study out?

19 Then if you further impact the project
20 from Phase I at 36, Phase II at 42, Phase III up to
21 78, what does this do to traffic? Which phase are we
22 in and for how long?

23 I guess the citizens group will have to
24 raise its own money and hire an independent traffic
25 engineer to see that all the correct figures are

1 going to be put into this traffic study.

2 Lastly the general (inaudible) synopsis
3 seems to be that what is to be proposed to be built
4 along the main arterial roads will make many levels
5 of service at poor service levels. So what harm can
6 be to the addition of Sandy Hook projects to make
7 them even worse?

8 Failure breeds failure, so what is the
9 difference if we compound it by adding extra Fort
10 Hancock cars?

11 At the Middletown Planning Board the
12 other night, this was Wednesday night, the planner
13 suggested, and is writing a letter, suggesting that
14 we ask the developer to come before us to explain his
15 project. This is a courtesy that the Fort has
16 extended to us before. I know that there are several
17 letters asking for explanations have been totally
18 ignored, not just as to traffic, but what will be the
19 level of revenue, for example, the ratables and that
20 should be discussed.

21 Middletown does not need more units to
22 raise the need for affordable housing units. The tax
23 assessor and our financial officers say that they
24 have asked for this but have received nothing in
25 return. It is simply more secrecy.

1 Thank you.

2 (Applause.)

3 MR. MARSHAL: Judge.

4 JUDGE COLEMAN: The last speaker is my
5 wife, and, among other things, I -- I'm not stupid,
6 so I do agree with her.

7 First of all, is all this being
8 recorded?

9 MR. MARSHAL: Yes, sir.

10 JUDGE COLEMAN: All right. First, I want
11 to tell you that on April 4 I hand delivered a
12 request to the park headquarters here requesting
13 adjournment of this hearing. I am aware that the
14 experts who prepared this study spent at least two
15 months on it, it was first noticed in the paper on
16 March 27, a little bit more than two weeks they gave
17 us to prepare. I didn't think that was fine. We
18 have a letter denying that request.

19 Now, it is unfortunate the people that
20 prepared this are not here, but in their survey, they
21 put in three pages that cover all the buildings under
22 the historic lease. 22 of them the use is listed as
23 offices. Another five are listed as hospitality.

24 My question would be of these experts
25 that did this traffic study, did they go to ask them

1 what are you going to put in building eight, what are
2 you going to put in building sixteen, how many people
3 are going to work in there, how many cars will come.
4 I don't know whether they did that. They're not here
5 to answer that.

6 There's another use that calls for a
7 cafe and a bar. A bar. How many stools? 6, 10, 15,
8 20? How many tables? 10, 15, 100?

9 If you don't know those things, if you
10 didn't ask those questions, how can they generate a
11 figure that says this is how many people are going to
12 be here? They're not here to answer that. How do we
13 know?

14 There are 37 buildings listed under the
15 historic lease. One of them says it is going to be
16 for a kitchen. Well, I don't know how many people
17 that will generate.

18 We're entitled to know that. Tell us
19 how you arrived at that. 22 buildings for offices.
20 How many people?

21 We don't know that, and that's
22 unfortunate, and the Park Service should be ashamed
23 at themselves for not having someone here to answer
24 that question.

25 I've heard all this talk, and I will

1 make my position very clear, and I will sit down.

2 Those of you who are enthralled by these
3 buildings out there, I don't argue with your position
4 there, but don't tell me what Fort Hancock is. Fort
5 Hancock sits out there, that crumbling bit of rubble,
6 that's what a fort is all about, not where a major so
7 and so lived, captain so and so lived. The fort is
8 the fort, the battlements.

9 When I was a child, you came here, you
10 climbed up on them, you saw those magnificent guns as
11 you go to New York Harbor. That's what a fort is.
12 Now what is it? A crumbling mass of concrete. Don't
13 tell me that the Fort is over there along the river
14 where somebody lived. A fort is where you have the
15 guns to protect people. Were there guns in building
16 8, building 12? Of course not.

17 You want to say here we're here to save
18 officer's row? Say it. Don't hide around Fort
19 Hancock. It sits right out there a bunch of rubble.
20 Shame on you.

21 (Applause.)

22 MR. MARSHALL: I'm sorry for the little
23 commotion that's taken place up here. It is because
24 we believe that the traffic engineer for Jacobs has
25 been located, and he is on his way. He is

1 anticipated to arrive here between 3:30 and 4
2 o'clock.

3 What we would like to suggest is that we
4 continue and that anyone who would like to ask
5 questions after the traffic engineer has arrived and
6 has an opportunity to describe more fully the results
7 of their study, that they be invited to do so, and
8 that we will remain here as long as anybody has any
9 questions to be answered.

10 Okay. So next up would be Mike DeLuca,
11 followed by George Moffet.

12 MR. DE LUCA: Thank you and good
13 afternoon.

14 My name is Mike DeLuca. I am the Senior
15 Associate Director at the Institute of Marine and
16 Coastal Sciences at Rutgers University, where I wear
17 a number of hats, including director of the National
18 Undersea Research Center. I manage the Jacques
19 Cousteau National (inaudible) Research Reserve, and I
20 am also involved in a lot of science education
21 programs for the K to 12 community.

22 It is my pleasure to speak on behalf of
23 the redevelopment and restoration of historic Fort
24 Hancock, particularly the education zone related to
25 that plan.

1 Rutgers has enjoyed a very long-term
2 productive relationship with a variety of federal
3 agencies out here at Sandy Hook, and especially the
4 National Park Service.

5 In the past, most of this has focused on
6 the issue of shore-line protection.

7 We at Rutgers are very interested in
8 scaling up our partnership with not just the Park
9 Service, but the National Marine Fisheries Service,
10 the coast guard, the Mast Academy out here and others
11 that we enjoy existing relationships with.

12 We actually have three initiatives that
13 have focused our attention on Sandy Hook.

14 One is a coastal ocean observing system
15 that's part of a national effort to understand how
16 our coast and coastal oceans are structured and
17 function better, and that information gathered in
18 real time or near real time basis can be used to
19 improve our decision making about coastal resources.

20 This is something that Congress is in
21 the business of funding over the next five years to
22 the tune of a half a billion dollars. We have an
23 existing undersea observatory here in New Jersey
24 located off the coast of Tuckerton, and we expect to
25 transfer a similar type of platform, if you will, to

1 work on environmental management (inaudible) traffic
2 safety issues associated with the New York/New Jersey
3 harbor.

4 The second initiative has to do with the
5 Jacques Cousteau National History and Research
6 Reserve.

7 This is a program, a state/federal
8 partnership program, that operates in about 20
9 coastal states around the country.

10 We do have one here in New Jersey, which
11 is based out of Ocean County, and demand for the
12 coastal training programs, education programs that
13 are offered through the reserve keep increasing and
14 we believe Sandy Hook would be an ideal venue because
15 of the diverse habitats here and the infrastructure
16 plans and the redevelopment plan to site a satellite
17 reserve facility to serve the needs of northern New
18 Jersey, Monmouth County and Sandy Hook.

19 Thirdly, Rutgers just received a major
20 national science foundation award to establish a
21 center for ocean science education excellence, that
22 focuses on K to 12 educators and students, but also
23 undergraduate, graduate students and programs for the
24 general public, as well.

25 Again, because of the location, the

1 proximity to diverse habitats, the major visitation
2 that occurs at Sandy Hook, it is a perfect or ideal
3 venue for situating some of these coast city or NSF
4 funded programs.

5 MR. MARSHAL: You need to wrap it up,
6 Mike.

7 MR. DE LUCA: Okay. Sandy Hook is a
8 special place. I think the redevelopment and
9 restoration of historic Fort Hancock will insure that
10 it remains a special place, and that it will be
11 preserved for future groups of users, and help us
12 prepare our youth to be the next generation of
13 informed citizens and decision-makers.

14 Thank you.

15 MR. MARSHAL: Thank you, Mike.

16 (Applause.)

17 MR. MARSHALL: After Mr. Moffet is
18 Marilu Strong.

19 MR. MOFFET: George Moffet from Ocean
20 Port, New Jersey.

21 Mr. Wells, the gentleman to the right of
22 you, what is his name?

23 MR. MC ANDREW: Robert McIntosh, Bob
24 McIntosh.

25 MR. MOFFET: Bob McIntosh. I just wanted

1 to congratulate you on having a magnificent beard,
2 not like this Brillo pad that I'm wearing. Right on,
3 sir.

4 The problem with the survey, as far as I
5 can see, is that it is fatally flawed in that you are
6 only talking about 36 buildings under what we might
7 call Phase I, or whatever we are calling this current
8 pending lease.

9 The fact is that the Park Service has
10 already indicated that it could be up to 78 buildings
11 which means we are really talking about only half of
12 the potential traffic that actually this project over
13 time, if success could generate.

14 Fort Hancock's 36 buildings only
15 represent about half, less than half of the total
16 buildings that could ultimately be put up for lease.

17 Now, in the building, right off the bat,
18 all the numbers in Geico, garbage in, garbage out,
19 all the numbers at the end, all the conclusions are
20 useless, and no use arguing over it, because the
21 input is flawed.

22 The building uses themselves, we don't
23 know what the building uses are.

24 I was a developer, and if I wanted to
25 put up a shopping center in Middletown, Holmdel, or

1 my own town of Ocean Port, I would have to go to a
2 Planning Board meeting and tell them how many square
3 feet I am putting up, how many different stores I am
4 going to be putting in, how many square foot for
5 parking and the community would be able to make
6 judgments on the validity of my program, because they
7 know what the numbers are and they know what the uses
8 are.

9 They may not know who the tenants are
10 going to be, but they know there will be a certain
11 amount of cars generated each day.

12 Here in Sandy Hook we are not dealing
13 with a shopping center. We are dealing with a bunch
14 of buildings with proposed, and that's in quotes,
15 proposed uses. We have no clue as to what these
16 proposed uses really are going to be, including the
17 developer. I doubt he even knows.

18 What kind of buildings are they? I read
19 in the paper, they are going to be educational,
20 research, laboratory, etcetera, etcetera, and, yet, a
21 gentleman in this town just last week in one of the
22 local newspapers pointed out to me that the permitted
23 uses include general offices, food service, overnight
24 accommodations, special events, all retail buildings,
25 but how many food service buildings are we going to

1 have? How big are they going to be? How many office
2 buildings are we going to have?

3 Secondly, in the lease, there is what I
4 call an escape clause, actually it's called --
5 attorneys would call it in an ad-on or change clause,
6 which permits the change of any use of any building
7 provided that the Park Service approves of it, and
8 the language is such that it almost enforces the Park
9 Service to approve of it, to change any use of any
10 building.

11 These could all be commercial buildings,
12 and that's why I am here in opposition to the overall
13 program.

14 But today I am focusing on the fact that
15 we do not know what the buildings are going to be
16 used for; therefore, any of the numbers used to
17 generate estimates of traffic in and out of the Fort
18 are totally useless in terms of coming to any
19 conclusions concerning traffic impacts in this area.

20 There's nothing in the lease, and
21 there's nothing that I've read anywhere that
22 prohibits all commercial use of these for the
23 buildings.

24 Now, one problem that was pointed out to
25 me by this gentleman in the local newspaper just a

1 week ago, and which was mentioned here today when Mr.
2 Wells mentioned Senator Kyrillos letter, Bush --
3 President Bush, excuse me, has signed an executive
4 order which seeks partnerships with the private

5 sector to contribute to long-term preservation and
6 productive use of these properties. His executive
7 order went out to all agencies of the federal
8 government, which includes, of course, the National
9 Park Service.

10 MR. MARSHAL: Excuse me, Mr. Moffet. You
11 need to wrap up, sir.

12 MR. MOFFET: Yes, sir, I am.

13 If the president is telling all of
14 the --

15 (End of tape one, side one.)

16 MR. MOFFET: -- is rigged in their favor,
17 because it is not dealing with this issue, it is
18 obscuring the real intent and potential use of these
19 buildings.

20 MR. MARSHAL: Thank you, sir.

21 MR. MOFFET: Thank you very much, sir.

22 (Applause.)

23 MR. MARSHAL: After Marilu Strong, I
24 believe we have Carol Balmer.

25 MS. STRONG: Thank you.

1 This is an open letter to the National
2 Park Service from the Middletown Landmarks
3 Commission. I am the chairman of the commission.

4 "This experience of the Middletown
5 Landmark Commission that historic places and open
6 spaces go together, that's why we have to work
7 together to bring a resolution to this conflict.

8 "We must recognize some basic facts.

9 "One, the Park Service professionals are
10 committed to fulfilling their mission, which is to
11 preserve unimpaired the natural and cultural
12 resources of the Hook.

13 "Two, to this end, they have just
14 completed a comprehensive traffic impact study which
15 found the Fort Hancock rehabilitation project impacts
16 to be minimal.

17 "The study notes that Route 36 is the
18 principal access to the Hook. It travels through the
19 towns of Hazlet, Holmdel, Matawan and Middletown.

20 "According to the Monmouth County
21 Planning Board, these towns have approved plan
22 development projects along Route 36.

23 "Six projects will have an impact on
24 Route 36 traffic, and it is interesting to note that
25 four of these are in Middletown. They will

1 contribute 100 vehicles on a summer weekday during
2 the P.M. eastbound peak hours, whereas the Fort
3 Hancock project will contribute 80.

4 "The report notes that this volume
5 represents a small proportion, only 2.5 of the total
6 traffic of 3,000 vehicles anticipated at this
7 location, the Broad Street intersection in Keyport.

8 "Most of our future traffic impacts will
9 come from development in our communities.

10 "Our Planning Board should be making a
11 major effort to control sprawl and growth.

12 "Three, we must realize that the level
13 of service at the six intersections on Route 36 is
14 going to worsen, with or without the Fort Hancock
15 project.

16 "Monmouth County continues to grow.
17 Vehicle traffic to the New York ferries has produced
18 additional traffic at the cross intersections.

19 "Four, we should insist on the
20 replacement of the obsolete Route 36 bridge with a
21 new high-fixed bridge. It would eliminate the
22 principal cause of traffic back-ups.

23 "Five, we must realize that we are not
24 sacrificing the environment. The project will
25 involve no additional parking which is capped at

1 5,000 vehicles. Parking will be on already impacted
2 sites. Lot K will be returned to a bird habitat, the
3 historic landscaping will be restored. No new
4 construction will be allowed.

5 "50 percent of the buildings will be
6 used for educational purposes and 100 percent of the
7 people will still be able to enjoy the historic
8 district.

9 "Six, we also must realize that
10 government, be it federal or state, no longer can
11 completely fund our national and state parks. Both
12 are seeking public/private partnerships under the
13 historic tax credit program, enacted by our Congress
14 in 1986.

15 "This is the federal government's most
16 successful and most effective means of encouraging
17 the preservation of our endangered historic sites.

18 "The Park Service and Sandy Hook
19 Partners have planned for the stewardship of Fort
20 Hancock as a historic and environmental resource for
21 the people in a sensitive and comprehensive way.

22 "But we are running out of time.
23 Please, let us work together to save our historic
24 places and our open spaces."

25 Thank you.

1 (Applause.).

2 Thank you very much.

3 While Carol is coming up, after Carol,
4 and this is going to be one of those names, and I
5 apologize in advance, your first name is either Alan
6 or Albin, and I am pretty sure your last name starts
7 with a Z. Does anybody know who you are? Yes.
8 You're the man. You're up next.

9 MS. BALMER: Hi. Carol Balmer, 96
10 Middletown road in Holmdel. I am the former Deputy
11 Mayor of Holmdel Township, Environmental Commission
12 Chair, Planning Board member, current Zoning Board
13 member, and also represented the state plan for New
14 Jersey from the township.

15 My first question to this panel, please,
16 is, if our experts are an hour late, are you going to
17 provide for another hearing so that the people who
18 had to leave and couldn't stay for that hour are
19 going to have a chance to hear their presentation?

20 MR. WELLS: Mrs. Balmer, that certainly
21 would be considered; although, I have only watched
22 people come in. I haven't seen anybody leave yet.

23 MS. BALMER: Well, I know six of my
24 friends just left because they couldn't stay, so
25 that's why I am asking. They wanted me to ask.

1 MR. WELLS: We will take that under
2 consideration.

3 MS. BALMER: Okay.

4 Mr. Kyrillos sent in a letter, he listed
5 a whole -- Mr. Kyrillos forwarded a letter listing a
6 whole list of authorities that have approved of this
7 application, and you read them off. Is that correct?

8 Do we have -- I'm sorry.

9 You read a list that Mr. Kyrillos had
10 attached to his letter.

11 MR. WELLS: I read a list that Senator
12 Kyrillos sent to us that identified people that he
13 knows are in support of this project.

14 MS. BALMER: Okay. Did he attach as well
15 the documents that basically approved of that list?
16 In other words, it mentioned the Middletown
17 Environmental Commission. Did he have a letter from
18 them saying that they approved of this development?

19 MR. WELLS: He did not attach any letters
20 to the list.

21 MS. BALMER: Okay. Without those dated
22 letters and documents, I would submit that that's
23 hearsay.

24 What is not hearsay is, I have one
25 petition with over 1202 signatures on it, another

1 petition with over 202 signatures on it, and another
2 petition with 122 signatures on it, that are not in
3 support of this development, as is, and their main
4 concerns, and I can read the documents, the petition
5 language into the record, if you would like, or just
6 submit it and have it as part of the record, but I
7 will summarize it essentially, and the fact that
8 every single one of these petitions refers to duly
9 noticed public hearings.

10 Now, I know the Park Service is under
11 the impression they do not have to do a public notice
12 in the newspaper, but if you turn the page, under
13 your request for proposals for a historic lease, I am
14 quoting, "The rehabilitation work must bring the
15 structure in conformance with zoning, building, fire,
16 electric and plumbing codes of the State of New
17 Jersey Monmouth County."

18 Zoning, as I mentioned in the last
19 hearing, is a function of state government. That
20 requires duly-noticed public hearings.

21 I would submit to you that Ms. Stanley's
22 suggestion to come before Middletown Planning Board,
23 which I believe Wassel Realty and the park system has
24 not done for this project, is a good suggestion.

25 I would also submit to you that perhaps

1 you could allay many of these people's concerns if
2 you had full disclosure of the lease, of the
3 agreement, of the total experts testimony, prior to
4 signing the lease.

5 I understand Mr. Wassel now has a lease
6 for one of the buildings at the Fort. Is that
7 correct?

8 That's not taking off my time.

9 MR. WELLS: No. My answers do not
10 subtract from your time.

11 MS. BALMER: All right.

12 MR. WELLS: Mr. Wassel, as does a number
13 of other partners here, has a special use permit for
14 use of building 26, the old post headquarters, and he
15 has today spent a little over \$100,000 on
16 rehabilitation and restoration of that building, and
17 it looks great. If anybody hasn't been in there, I
18 would commend you -- commend it to you.

19 MS. BALMER: Okay. So that would be
20 Wassel Realty that has the use permit? Whose name is
21 the permit under, please?

22 MR. WELLS: In the proposal that was
23 submitted by Wassel Realty Group, right at the front
24 it says that the Wassel Realty Group would constitute
25 a new entity, Sandy Hook Partners, and, therefore,

1 Sandy Hook Partners has the special use permit to
2 occupy building 26.

3 MS. BALMER: Do they sublease to anybody,
4 or do they share that space with anyone?

5 MR. WELLS: Noreen Bodman (phonetic) a
6 member of the Sandy Hook Partners is also, I guess,
7 the executive director of the Jersey Shore
8 Partnership, and she does have some activities
9 related to the Jersey Shore Partnership in that
10 building, but it's incidental to her other work.

11 Also, Jim Wassel is the president of the
12 Alliance of Neighbors, and we are aware that he does
13 transact some business related to that nonprofit
14 institution in building 26.

15 MS. BALMER: So I've counted you have
16 four organizations in building 26. Is that correct?

17 MR. WELLS: It's Wassel -- Wassel Realty
18 Group, the Sandy Hook Partners, two members of the
19 Sandy Hook Partners have other activities in their
20 lives that they also --

21 MS. BALMER: Did you say lives or wives?

22 MR. WELLS: In their lives, and they also
23 participate in those activities while in building 26.

24 But both of those activities are
25 certainly incidental to their use of the building.

1 MS. BALMER: But there are four
2 organizations in there.

3 MR. WELLS: No. One.

4 MS. BALMER: I counted -- one?

5 MR. WELLS: No. Just one organization.

6 MS. BALMER: Everybody is operating under
7 the Wassel Realty umbrella?

8 MR. WELLS: Everyone who works in that
9 building is a partner in the Sandy Hook Partners.

10 Is that Jersey Shore Partnership, is
11 that one and the same?

12 MR. WELLS: What I am saying is, in
13 addition to her role in the Sandy Hook Partners,
14 Ms. Noreen Bodman also had a role in the Jersey Shore
15 Partnership, and she has transacted some business
16 associated with the Jersey Shore Partnership in that
17 building.

18 The vast majority of her work is --

19 MS. BALMER: It's confusing, you must
20 admit.

21 MR. WELLS: Well, it's not confusing to
22 me.

23 MS. BALMER: It is overlapping, I guess
24 is what it is.

25 MR. WELLS: I think it's quite simple.

1 You have four people working in that building, they
2 work for the Sandy Hook Partners. They also have
3 other activities in their lives that bring them to
4 transact some business out of that building related
5 to those other activities.

6 I don't think that's any different from
7 any of the rest of us.

8 MS. BALMER: That's building 26 you said?

9 MR. WELLS: Yes, ma'am.

10 Do you have any other special use
11 permits for any of the other buildings, like you do
12 for Wassel.

13 MR. WELLS: I'm sorry. There's a
14 question about the time remaining, because there is
15 an issue of subtracting any time in responding from
16 your time.

17 We are going to need to wrap this up.

18 I didn't understand the question.

19 MS. BALMER: The last question was, are
20 there any other buildings that are available for a
21 special use permit like Wassel Realty or Jersey Shore
22 Partners or Sandy Hook Partners or the other
23 organizations that you mentioned, that type of use or
24 that type of special use permit? Is that available
25 to anybody else to come out and use one of those

1 buildings the same way?

2 MR. WELLS: We have 43 buildings
3 currently occupied by the National Park Service, to a
4 greater or lesser degree, and a number of those
5 buildings are available for special use activities.

6 Let me bring to your attention that the
7 building 102, which is our education center, is used
8 by groups throughout the year under special use
9 permits.

10 MS. BALMER: And they all pay the same
11 general square footage per price, square footage
12 dollar usage, if that is the correct vernacular ?

13 MR. WELLS: Special use permits require a
14 permit fee.

15 MS. BALMER: A permit fee. So all the
16 fees, I imagine, are similar. Is that right?

17 MR. WELLS: That's right.

18 MS. BALMER: The only other thing I would
19 like to ask is, are we going to have our three
20 minutes to cross-examine the traffic expert, as well?

21 MR. WELLS: Absolutely. The traffic
22 expert will be here, and anyone who would like to
23 direct questions to the traffic expert, I guess we
24 would take you again in the order in which you spoke,
25 if you would like to specifically direct questions to

1 the traffic engineers.

2 MS. BALMER: Can I submit these petitions
3 and also get copies of them at your convenience?
4 These are only copies right now.

5 MR. WELLS: We would be happy to make
6 copies for you. I am quite sure we have them
7 already.

8 MS. BALMER: No. No. These are new.

9 MR. WELLS: These are all new. Okay.
10 That's fantastic. Thank you.

11 (Applause.)

12 MR. MARSHAL: After this gentleman who
13 hopefully knows his name, and the last name begins
14 with a Z, I'm sure, Ray Cosgrove is up next.

15 MR. VOICE: I have been living with name
16 a long time, so I will pronounce it. First name is
17 Albin, last name Zawysic (phonetic).

18 I would like to tell you folks that I am
19 happy to see all of you here, and I was stationed
20 here for three years, I was in the Army for eight and
21 a half, so I think you know what I am going to stay.
22 I was stationed here.

23 I think a lot of history was made here.

24 If you demolish these buildings, that
25 would be a terrible thing, terrible. You will never

1 rebuild them once you demolish them. We are always
2 in a hurry to demolish in this country.

3 I was in England several years back,
4 Cambridge University, hundreds of years old,
5 beautiful buildings. Why can't we do that here?

6 I hate to see this place go down the
7 tubes.

8 This area has been supported by Fort
9 Hancock's troops and people coming here.
10 Economically, you people gained who live around here.

11 I live in Clifton, New Jersey. I have
12 nothing to do with this place, but I come down here
13 to reminisce once in awhile. I thought today I would
14 tell you how I feel about it.

15 I don't have a prepared speech. I don't
16 have a resume to read to you. I am just telling you
17 extemporaneously what I feel about this place.

18 Do not knock down these buildings. Do
19 something to restore them.

20 Traffic, we didn't worry about traffic
21 when you had thousands of troops here. We didn't
22 worry about traffic. They spent their money in the
23 Highlands, and Red Bank, and Asbury Park, Long
24 Branch. That was fine. Politicians look to make
25 Army posts, and this is a fort. It was a fort. A

1 fort is more than just installations. It is
2 personnel to man the guns on those forts.

3 Over here at Fort Hancock, you had
4 cannons, so (inaudible) the guns.

5 So I know what a fort is.

6 I don't think I had to come down here a
7 53-mile trip to hear what a fort is. I know what it
8 is.

9 And I am not going to take up any more
10 of your time. Try to restore those buildings, keep
11 them as is, and at least restore them.

12 Thank you.

13 (Applause.)

14 MR. MARSHAL: Thank you, sir.

15 After Mr. Cosgrove, Mike Huber is up
16 next.

17 MR. COSGROVE: Well, that is a very good
18 act to follow. Thank you for your comments.

19 My name is Ray Cosgrove. I am a Rumson
20 resident. I've lived in the area for many years. I
21 am a former member of the Rumson Board of Education.
22 I am currently the president of the Sandy Hook
23 Foundation, I am vice president of the New Jersey
24 Restaurant Association, former President of the
25 Highlands Chamber of Commerce.

1 I did my coast guard reserve duty out
2 here at Sandy Hook many years ago. My family enjoys
3 this park. We love it here. It is a great
4 recreation area. We volunteer, and we do our best to
5 help and preserve the park.

6 I have sketched out a few comments after
7 listening to many folks at these meetings, and I just
8 go back to several years ago when the federal
9 government was going through its budget crisis, and I
10 looked out my window from my business over there
11 across the window, and there were red lights keeping
12 people from coming into Sandy Hook. It was during
13 the Newt Gingrich, and all the parks were closed.

14 Headlines in the local newspapers were
15 budget crisis, park being closed, and the park that
16 was shown was Yellowstone. They had no idea that
17 Sandy Hook was part of the national parks. I
18 shouldn't say that. It just felt like we were
19 treated as a second-class park.

20 At that point in time, I decided, as a
21 local person, I should really get involved, and I
22 have been involved, and I believe that having looked
23 into what's gone on out here since the Army left, it
24 became a state park and then a national park, that
25 the people that were involved in the commission back

1 in 1975, and I've read about it, the Gateway National
2 Park Commission, determined that this historic park
3 should be reserved. And I think finally, after all
4 these years, we have a plan that might just work.

5 You know, with regard to the traffic
6 part of it, I know that there are lots of things, and
7 a lot of people mean so well with their comments, pro
8 and con, but I have watched traffic here for 33
9 years, and 300 plus days out of the year all the
10 traffic is heading that way.

11 If someone is fortunate enough of the
12 500 or 600 jobs that are offered out here to actually
13 get one of those jobs, they will have the best ride
14 in America coming this way with very little traffic,
15 because as we people know who are here at the eastern
16 end of Monmouth County, you can actually shoot a
17 canon off out here most of the time and not hit
18 anyone.

19 As a matter of fact they, used to shoot
20 canons off out here, and it didn't seem to bother too
21 many people.

22 But we believe, and I believe, that the
23 historic site should be preserved. The plan is a
24 very good plan. Traffic, I don't believe, would be
25 anything but probably a positive, because it will be

1 a reverse commute for so many people.

2 Just in closing, I would like to implore
3 the people, the folks that are well meaning and good
4 people that they reconsider their objections, give
5 this a shot because I think it is probably the last
6 shot we will get to preserve these buildings, and try
7 not to cause as much conflict as their seems to be,
8 because God knows there's enough conflict in this
9 world.

10 Just give it a chance. Thank you.

11 (Applause.)

12 MR. MARSHAL: Thank you, sir.

13 Mr. Huber is up, then Bill Shields is on
14 deck.

15 MR. HUBER: My name is Michael Huber, and
16 I live in the Locust section of Middletown, and like
17 Mrs. Stanley I am a member of a number of
18 environmentally aligned organizations.

19 I support the NPS's moving ahead with
20 the proposed lease to Sandy Hook Partners.

21 I read the recently released traffic
22 study that is the subject of this hearing. I found
23 it reasonably easy to understand and digest.

24 As Richard Wells has observed, the
25 consultants conclude that by the year 2008 the

1 contribution of traffic on roads leading to Sandy
2 Hook from the proposed project will be small, and
3 average wait on the order of 40 seconds, or 13
4 percent more on the Highlands bridge when the bridge
5 is opened, if the present bridge is not replaced.

6 However, the New Jersey DOT proposes to
7 replace it with a 65-foot clearance fixed bridge, in
8 which case there would be no increase in travel time
9 over the bridge due to the Sandy Hook rehabilitation
10 project.

11 Other developments along the Route 36
12 corridor, the majority of which have been approved by
13 Middletown, as mentioned by Mrs. Coleman, will have a
14 much more significant effect on traffic in the area.
15 The buildings that are to be included in the lease
16 are the historic officers club, and houses and
17 buildings that surround the parade ground.

18 Given the present and foreseeable
19 funding constraints that face the NPS, these
20 buildings will remain in their present deplorable
21 state, and, in fact, deteriorate further, unless a
22 restoration like that proposed is undertaken.

23 They will remain unavailable to park
24 visitors except to look at and mourn over.

25 I don't know how opponents of the

1 proposal can argue that it will contribute to sprawl.
2 All the buildings already exist and no footprints may
3 be enlarged. No new infrastructure is proposed,
4 roads, sewer, water, electricity already exist, and
5 no new buildings are to be built.

6 I think it is also worth mentioning that
7 President Roosevelt (inaudible) President Bush issued
8 an executive order which has been mentioned by a
9 couple of people, was to all federal agencies, deals
10 with the preservation of historic properties owned by
11 the federal government and says, in part, each agency
12 shall seek partnerships, with, among other things,
13 the private sector to promote local economic
14 development and vitality through the use of historic
15 properties in the manner that contributes to the
16 long-term preservation and productive uses of these
17 properties.

18 That seems to me to be a strong argument
19 in favor of the NPS's plan to proceed with the
20 proposed historic restoration project.

21 In closing, I believe the partnership
22 between the NPS Park Service and Sandy Hook Partners
23 will increase accessibility to the Fort, restore our
24 national historic treasurer, and preserve open space
25 and public access to it for our benefit and that of

1 succeeding generations.

2 The National Park Service should move
3 ahead expeditiously with the Sandy Hook Partners
4 proposal.

5 Thank you.

6 MR. MARSHALL: Thank you, Mr. Huber.

7 Mr. Shields is on his way up, and after

8 Mr. Shields is Michael Weil, Weil. Weil.

9 Mr. Shields.

10 MR. SHIELDS: Good afternoon. I am Bill
11 Shields and I am a resident of Long Branch, New
12 Jersey.

13 I have been a resident in New Jersey
14 since 1982. That's when I first came to Sandy Hook
15 as a superintendent of the Sandy Hook -- of the Sandy
16 Hook area, the Gateway National Recreation Area.

17 I have been associated with Gateway
18 since 1974 as (inaudible) that's kind of separate
19 myself from the Park Service. I'm now retired. But
20 I have seen plans for Gateway Villages, Fort Hancock,
21 going back to 1974, and I think what they realized
22 early on was that there's no way the federal
23 government would ever be able to provide further for
24 the development in areas like Fort Hancock.

25 Mr. Cosgrove said that the federal

1 government at some point in time was in a budget
2 crisis.

3 The National Park Service is always in a
4 budget crisis.

5 The partnership that the Park Service is
6 developing goes back quite a few years. There's
7 thousands of partnerships that have been established.
8 One that has been very successful in San Francisco,
9 the park that was developed at the same time as
10 Gateway, not developed but legislated, the Presidio.
11 That partnership seems to be working beautifully.
12 And I think that's what we are trying to attain here
13 at Sandy Hook.

14 One of the things that I think you have
15 to ask yourself of things like this, is it necessary?
16 Is it appropriate? And I think that it is both
17 necessary and appropriate.

18 The structures that still remain here at
19 Sandy Hook, whether they be in ruins or whether they
20 be in buildings that can be saved, need to be used,
21 but they cannot -- that cannot be accomplished
22 without a partnership.

23 I support the National Park Service
24 still in its efforts to carry out its mandate.

25 I think the track record of the Park

1 Service speaks for itself.

2 I still am proud to be a retiree of the
3 Park Service, because it's -- it still listens to the
4 public as far as what the public thinks should happen
5 on its public lands.

6 I think the Park Service is still doing
7 the right thing, and I am not surprised that it still
8 takes as long as it does, but that's because the
9 public has a right to have input.

10 I wholeheartedly support these efforts,
11 and I served along with Mr. Cosgrove as a member of
12 the Board of Trustees for the Sandy Hook Foundation.
13 I speak today as a private citizen, and I miss
14 working for the Park Service, but I still applaud
15 their efforts.

16 Thank you very much.

17 MR. MARSHALL: Thank you.

18 Excuse me, but it appears to me that the
19 lights went down in the room. Is that --

20 MR. VOICE: (Inaudible.)

21 MR. MARSHALL: No problem. Thank you.

22 Before Michael starts, we have Richard
23 Anderson is up next. Michael, go ahead.

24 MR. WEIL: I'm Mike Weil, and I live in
25 Rumson, and I am here to talk about traffic.

1 Sandy Hook park consists of 1700 acres,
2 of which Fort Hancock has 140 acres. The park
3 maintains approximately 5,000 spaces for parking.

4 When fully developed, the parking at
5 Fort Hancock would have to be increased by 650
6 spaces, according to this bulletin here.

7 People using these spaces would not
8 impact THE park environment as they will be going
9 into the buildings.

10 Over the years, the park has had to cut
11 off the flow into the park only on a few specific
12 days. These days occur mainly in July and on
13 weekends or major holidays and only when the weather
14 is ideally suited for the beach. So you are talking
15 about six or eight days in the year.

16 At other times, the park does not reach
17 its limit and has ample space for cars at the Fort.

18 When the capacity is within 30 minutes
19 of reaching maximum, an electronic alert is sent to
20 the Garden State Parkway, Rumson, Sea Bright, Route
21 36, as well as selected radio stations, warning
22 drivers to proceed to other beaches because the Hook
23 is closed.

24 In recent years, with the alert warnings
25 in place, the park has managed its flow so that the

1 cues are shorter.

2 Thus, the entire park would be operating
3 under the restrictions in place over the years, and
4 because of this it should not be subjected to
5 additional restrictions.

6 The National Park Service, in
7 conjunction with Monmouth County Planning Board and
8 Transportation Council, has aggressively pursued new
9 ways to control traffic and provide other means into
10 the park.

11 Maintaining signage is only one of them.
12 They have been using a ferry service from Manhattan
13 to Fort Hancock and also trying to work with Sea
14 Streak America for pick-ups from New Jersey
15 locations.

16 These are presently in a testing phase,
17 but could be in place when needed.

18 Starting this fall, funds are available
19 for a bicycle/walking/jogging path that will go from
20 Sea Bright to the end of the Hook, and will connect
21 up to both the Henry Hudson and the Heritage trails.

22 And funding is also in place for a
23 non-opening bridge to be built alongside the present
24 structure. This bridge would remove the biggest
25 bottleneck of traffic flow.

1 The schedule is presently 2006; however,
2 I suggest that everyone read the latest traffic study
3 that is on the web. They are telling -- this study
4 tells us that the structure integrity has dropped by
5 64 percent.

6 They are also warning us that the span
7 is a two girder system and the bridge could collapse
8 if one girder failed.

9 I suggest that all efforts be made to
10 start the construction as soon as possible because we
11 do not want to have to deal with the same scenario
12 that occurred on Greenwich on I-95.

13 In conclusion, I am totally in favor of
14 the restoration project and feel that the traffic is
15 not even an issue.

16 Thank you.

17 MR. MARSHALL: Thank you, Michael.

18 After Richard Anderson, we have Peter
19 O'Suczh.

20 MR. ANDERSON: I am Richard Anderson and
21 I live in the (inaudible) section of Middletown for
22 the last -- more than 40 years, and I am fully
23 supportive of THE Park Service's plans to preserve
24 the buildings, the facilities on the Fort.

25 I want to sort of follow Mr. Weil I

1 want to be on the other end of the traffic problem.

2 The -- if you are going to have a lot
3 more cars coming into the Fort, where are they going
4 to park them? That's been my problem all the time.
5 There's not enough parking spaces for all the
6 projects being proposed.

7 I can't help but wonder whether the
8 limit on the amount of parking that's going to be at
9 the Fort is one way of keeping down the amount of
10 traffic that's going to be coming into the Fort,
11 additional traffic.

12 Thank you.

13 MR. MARSHALL: Thank you, Richard.

14 Peter O'Suczsh or Patricia?

15 MS. BALMER: He had to leave. He was
16 one of the people I told you about, and I am reading
17 this into the record, he dated it and signed it,
18 okay?

19 MR. MARSHALL: No problem.

20 MS. BALMER: He says, "I designate my
21 three minutes to Carol Balmer. I could not remain
22 due to delays." And he dates and he signs it.

23 I beg your pardon?

24 Okay.

25 He wants to know why notices weren't

1 sent to all interested parties who signed up with the
2 MPA last year to be notified.

3 It seems only a select few got them or a
4 select mailing list got them.

5 Can you enlighten us on that?

6 MR. WELLS: The announcement of the
7 release of the traffic study was published in the
8 Asbury Park Press with a paid display ad, not in the
9 notices section, which is the procedures required by
10 the regulations that implement the National
11 Environmental Policy Act.

12 MS. BALMER: But his question was that we
13 know of people that have received a letter from the
14 Park Service in the mail, that had signed up as an
15 interested party to be notified.

16 I know I, for one, did not get one, I
17 know a few of my friends got them, and he didn't get
18 one either, and I was wondering why you only sent
19 them out to certain people that signed up last year.

20 MR. WELLS: Well, Ms. Balmer, if there
21 was an omission, I would have to apologize for that.

22 The notices were sent to a little over
23 3,000 people who were on our mailing list, and I know
24 our mailing list was updated after the last public
25 hearing. So if by mistake you were omitted, we

1 apologize for that.

2 MS. BALMER: I know I was, I know Mr.
3 O'Suczh was, and I know of at least have a dozen
4 other people that were.

5 The other question he wanted was, will
6 the comments from the November 2002 meeting, or the
7 2000 meeting, when will they be issued, and will they
8 be issued before the lease is signed?

9 MR. WELLS: The comments that have been
10 received at the past two public meetings, along with
11 this public meeting, will be released with responses,
12 along with a revised EA that will take into
13 consideration all the comments that have been
14 received, and that must happen before the regional
15 director can -- well, there's another step. Before
16 the regional director could sign a lease with the
17 Sandy Hook Partners, after the public -- after the
18 information from these public meetings is released,
19 then the Sandy Hook Partners would have six months to
20 secure their financing, which they have been
21 prohibited to do because they have no legal agreement
22 with the Park Service.

23 MS. BALMER: Okay. And will the lease be
24 released to the public, before they sign it, before
25 the Park Service and Wassel Realty sign it, the

1 proposed lease?

2 MR. WELLS: I don't have an answer for
3 that, because I don't speak for the regional
4 director, and that is a decision that she will make.

5 MS. BALMER: His other question had to do
6 with a previous speaker, who I'm not too sure who it
7 was, but they mentioned that the waste water
8 treatment facility is totally up to capacity for this
9 proposed project.

10 MR. WELLS: In the first -- in the draft
11 version of the environmental assessment, there were
12 estimates made of the water consumption and waste
13 water production that were verbally suggested by
14 county water and waste water manager.

15 Subsequent to that, and in response to
16 the comments that were received, we had additional
17 engineering analysis of the water consumption and
18 waste water production, and that analysis
19 demonstrates that there is plenty of capacity in both
20 water and the waste water treatment plant.

21 MS. BALMER: So there haven't been any
22 upgrades for this project, then, the waste water
23 facility?

24 MR. WELLS: The upgrade of the waste
25 water facility, which I think took place about five

1 or six years ago, was specifically designed to
2 accommodate rehabilitation and reuse of all 100
3 buildings in Fort Hancock.

4 MS. BALMER: What kind of build-out
5 capacity? How many people per day? Was it designed
6 as office or residential use? As far as usage
7 gallons per day.

8 MR. WELLS: I can't speak to how -- to
9 that design, because I wasn't here or involved.

10 What I do know is that, in the analysis
11 of the consumption, education is actually the largest
12 use -- the use that consumes the largest amount of
13 water, and that was factored into the analysis that
14 was recently completed.

15 MS. BALMER: Okay. I would just go back
16 to one other thing here as far as that's concerned
17 and the follow-up to that is, since the uses have not
18 been defined, and we do not know who the actual
19 occupants are going to be, and who the clients or
20 customers or vendors or visitors are going to be, I
21 find it very difficult to imagine how they could
22 estimate how much waste water would be used.

23 So I think that is something that the
24 Park Service should look at very, very carefully.

25 If they do find they need to update

1 this, hopefully they will comply with the Federal
2 Clean Water Act and published amendments in the New
3 Jersey Register and have public comment on it, and if
4 necessary a public hearing.

5 MR. WELLS: I would like to call your
6 attention to pages 22 through 24 of the EA.

7 MS. BALMER: Yes.

8 MR. WELLS: Which are also supplemented,
9 reprinted in the traffic study.

10 MS. BALMER: Right.

11 MR. WELLS: Which specifically identify
12 the uses of each building, with the footnote that
13 indicates that the actual use of the building may
14 vary -- of a specific building, may vary, but only
15 within the ratio of uses and the -- and the approved
16 uses.

17 MS. BALMER: With all due respect, I
18 think Judge Coleman covered that and the fact that
19 there's like 22 office spaces, five hospitalities,
20 six partners and education and lab-type uses, but it
21 doesn't say how many people per square foot, it
22 doesn't say how many people are going to be employed
23 there, it doesn't say how many vendors, it doesn't
24 say how many customers. And without a specific
25 occupant, it is almost impossible to estimate your

1 waste water or your traffic without knowing exactly
2 who your occupants are going to be.

3 MR. WELLS: Thank you.

4 I can only say that that analysis was
5 based on the square footage of the building and
6 capacity -- capacity for people based on egress and
7 fire loading.

8 So all of the analysis was done with the
9 maximum capacity for each square footage -- each
10 square foot of buildings that will be used here.

11 And I would like to welcome Bob Brakman,
12 representing Jacobs, and we would like to take a few
13 minutes to have Bob just briefly describe the traffic
14 study, and then I think, out of respect for the
15 people who have signed up and would like to continue
16 to speak, we go through the list of speakers, which
17 is 25 -- we have about 10 more speakers signed up, at
18 which point we will go back through and ask anyone
19 who would like to ask a specific question directed to
20 Mr. Brakman, to please speak again in the order in
21 which you signed up.

22 MR. BRAKMAN: Well, thank you very much.

23 I'm Bob Brakman from Jacobs Civil. I am
24 manager of transportation systems for New York and
25 New Jersey.

1 For the study, it is a -- it is a
2 classic traffic impact study.

3 First, we wanted to get a good handle on
4 what exists in the area, what traffic existed.

5 We made several, I think several traffic
6 counts at different intersections, mostly along Route
7 36.

8 We have been doing the traffic work for
9 the bridge coming out to Sandy Hook. So we also had
10 quite a bit of existing traffic data at our disposal,
11 existing traffic counts all along Route 36, and other
12 streets.

13 After that, we looked at the proposed
14 development. We used standards -- industry standards
15 for our trip generation. I know there was one
16 question about that already. Something called the
17 Institute of Transportation Engineers, Trip
18 Generation Manual, which publishes rates for all
19 kinds of land uses, and this is based on studies that
20 are done at different locations for different
21 land-use types.

22 So those trips were overlaid onto the
23 existing traffic network that we created based on our
24 counts.

25 Then we looked at future development,

1 other developments.

2 There are a number that we received from
3 Monmouth County planning.

4 Again, we estimated the trips that will
5 be generated by projects that were on the books over
6 the next several years.

7 We also put in a factor for just
8 background growth.

9 We also had to make some seasonal
10 adjustments of our counts.

11 After that, we had a good picture of
12 both existing and future traffic.

13 We then used something called the
14 Highway Capacity Manual to evaluate how well each of
15 the different intersections that we were looking at
16 would perform under existing and future conditions.

17 The highway capacity manual creates --
18 has a system of letter grades for performance A
19 through E. We went through our analysis, developed
20 the existing and future performance with and without
21 the Fort Hancock redevelopment.

22 Then we published our results, which
23 would be the effect of any addition traffic from the
24 development versus what would happen in the future,
25 if that development did not occur.

1 We found very little effect, mostly
2 because of the dissipation of trips and because of
3 the Timing of when these trips would occur.

4 I think our results are published in the
5 report. That's just a summary of how we did our
6 study.

7 MR. WELLS: And, again, I will reiterate
8 that we will continue with the list of speakers who
9 had signed up, and then we will invite anyone who
10 would like to direct specific questions to Mr.
11 Brakman to do so.

12 And here comes our moderator, but I can
13 say that we had Robert O'Sucz, so next to speak is
14 Ben Forest, and following Ben Forest is Peter
15 Brabkin.

16 MR. FOREST: I'm Ben forest from Monmouth
17 County Friends of Clearwater, an environmental group
18 here in Monmouth County and for 20 odd years on the
19 here.

20 We also submitted a proposal for the
21 house which we had a seasonal use of, house number
22 11, and I think I said this at the last hearing, but
23 I think you possibly made the right decision in not
24 approving our proposal, because it was -- we know
25 very well how the scope of this project and how

1 extensive it is, and we are not a very -- we are not
2 a very wealthy group.

3 With that said, I guess I have a
4 question for the traffic expert, and that is, do you
5 have a specific data of what each structure is going
6 to generate and, in like, what use it is going to be
7 specifically so you can come up with numbers, what
8 kind of office exactly, a restaurant, bed and
9 breakfast or a bar? Do you have that?

10 Because I haven't seen a real specific
11 breakdown in the data I have been given. Maybe you
12 have something I don't.

13 MR. BRAKMAN: There was a breakdown by
14 land use, by square footage that we did use to
15 generate this information, and that was (inaudible)
16 the environmental assessment, so that's where we got
17 it.

18 MR. FOREST: So -- okay. You answered my
19 question.

20 I guess the concern that our group
21 continues to have, and one thing that you couldn't
22 possibly have taken into account in your report, is
23 that, you know, a lot of times these kinds of
24 projects, like I think you mentioned earlier, the
25 Persidio, even though it isn't privatization, per se,

1 you're not selling land, for all intents and
2 purposes, as far as we are concerned, it is
3 privatization, a 60-year lease that you are going to
4 oversee.

5 The problem we have with your
6 supervision of this lease, and why we think it may
7 take on a life of its own, is that the parks have
8 also built a reliance on money generated by this
9 proposal, as I think you articulated at our meeting,
10 and, you know, you have a vested interest
11 financially, and in many other ways, in its success.

12 Of course it is hard to know what's in
13 your hearts. We don't know you personally, and I
14 don't know Mr. Wassel personally, but, heaven for
15 bid, if the heaven-for-bid thing happens, what if it
16 doesn't work out financially, what if there is a
17 bankruptcy? I am concerned that you are not going to
18 be able to be objective and make the best decision on
19 possible future changes to these uses. And I live in
20 Red Bank, but I don't want to see another Red Bank
21 here.

22 I agree with many of the things that
23 have been said by the proponents. I like the tour of
24 the Nike place myself. Sandy Hook has played a very
25 important part in my life, I was married here, worked

1 at who knows how many festivals and worked with you
2 all, but I don't want to see a kind of a commercial
3 member contact out here.

4 I know you say that's not going to
5 happen, but I submit that sometimes these things, we
6 are talking about 60 years, and it will take on a
7 life of its own, and, you know, we are going to wind
8 up with, like, a busy place out here, and I don't
9 think that's what the park's mission really is.

10 I am not sure it is going to achieve the
11 historic preservation, as such, and I think it is
12 kind of nice that you come out here...

13 (End of tape one, side two.)

14 (Applause.)

15 MR. MARSHAL: The next speaker is Peter
16 Brabkin. Peter?

17 I didn't mess up the last name too bad.

18 B-R-A-B-K-I-N.

19 Is there anybody named Peter? No?

20 Okay. We will go on to Ira -- Ira.

21 Did you introduce yourself to Albin

22 before?

23 MR. KORNBLATT: No.

24 MR. MARSHAL: Well, you should.

25 MR. KORNBLATT: Ira Kornblatt. I live in

1 Sea Bright on Ocean Avenue.

2 I am against the development, mostly
3 because of the traffic.

4 A lot of people here have said there's a
5 few days a year that there's a lot of traffic.

6 Well, I happen to disagree.

7 In the middle of June until after Labor
8 Day, every weekend and on holidays that are falling
9 between, between the toll booths and the bridge and
10 Route 36 south and north, it goes from snarl to grid
11 lock.

12 I live on Ocean Avenue. If I want to
13 get out of my driveway, I can't. There's no
14 shoulder. There's solid cars in both directions on
15 the weekends, and many times, especially when the
16 toll booths into the park are closed, cars go into
17 every driveway, turn around on every lawn, don't know
18 where to go. People are lost.

19 Most of these people are from north
20 Jersey, New York, Staten Island.

21 I just can't see this thing happening.
22 If they are talking about a new bridge, why can't the
23 bridge be put in first before this is all brought to
24 fruition? See how good the bridge is going to make
25 things better. That's the way I see it.

1 I don't know about the rest of these
2 people, but I am definitely against it.

3 If somebody was to have an emergency on
4 that avenue, when that grid lock occurs, and no
5 shoulders, and the fire people can't get through, or
6 emergency crew can't get through for somebody that's
7 in dire need, and somebody was to die, I would like
8 to know what part of the federal government would
9 take responsibility for that, because of this
10 additional traffic might have contributed to that.

11 That's all I have to say.

12 (Applause.)

13 MR. MARSHALL: Thank you, sir.

14 Next is Dennis Guadera.

15 MR. VOICE: Excuse me. Congressman
16 Pallone is here.

17 MR. MARSHAL: Next up is Congressman
18 Pallone. Congressman.

19 CONGRESSMAN PALLONE: Thank you very
20 much, and I apologize for not only interrupting but
21 also for being late, but I literally just drove in
22 from Washington, and as I think you know, we have
23 been dealing with the budget and the appropriations
24 for the war and all kinds of things that have been
25 going on into the middle of the night.

1 I tried to get filled in a little bit by
2 Paul Dement, who is my district representative, about
3 what is going on so far, so I don't feel like I am
4 just talking without having, you know, the input of
5 what's been said so far; but, again, that's from
6 Paul, not having been here firsthand.

7 I just wanted to -- first of all, I
8 wanted to talk about the traffic study, but I want to
9 say some preliminary things.

10 You know, it is very difficult for me to
11 come here and comment on the traffic study, even
12 though I will, because I think that there's so many
13 larger issues that relate to whether this project
14 proposed by the Park Service should go forward or how
15 it should go forward.

16 I think I have told many of you before,
17 if it were up to me, I would have the rehabilitation
18 of the buildings done strictly by the federal
19 government, but if what I have had to deal with in
20 the last two days in Washington is any indication,
21 once again, that isn't going to happen, because I
22 will be very political and say, you know, if you look
23 at this budget all the money is going to pay for tax

24 breaks for wealthy people and corporate interests,
25 and the last thing the money is going to do is come

1 back to pay for, you know, the Park Service.

2 And I think that's unfortunate because I
3 think if we eliminated some of these tax breaks that
4 are really going where they shouldn't, we would have
5 more money for the Park Service and for the interior
6 department, and we would be able to do things like
7 rehabilitate Fort Hancock without having to go the
8 private route.

9 But that's not happening, that's not the
10 political reality that we face.

11 So, you know, the money isn't going to
12 come from the federal government, as I spoke to the
13 superintendent and others.

14 I wanted to say a little, though, about
15 the traffic study at this point.

16 First of all, I do want to thank the
17 Park Service, you know, for completing this traffic
18 study and being responsive, because I think they have
19 been, and I -- and having looked at the traffic
20 study, I know it does say that there will be minimal
21 traffic impacts in the vicinity of Sandy Hook, you
22 know, as part of this rehabilitation.

23 But I have to say, you know, again, and
24 I know it was done scientifically, I find it very
25 hard to believe that any kind of major rehabilitation

1 of these structures, which involves bringing more
2 people, on a regular basis, is not going to have a
3 significant traffic impact.

4 So I am sympathetic to the argument that
5 I know has been made by Mrs. Stanley Coleman that
6 somehow we are putting the cart before the horse. In
7 other words, until we actually know how the buildings
8 are going to be used and what exactly is going to be
9 done, we will not be able to effectively say how much
10 traffic impact there is going to be.

11 So I think that, as much as I appreciate
12 your doing this traffic study, and it shows a minimal
13 impact, I think a lot is going to depend on what is
14 actually done here, how the buildings are used, and
15 how this goes forward. So we can't put a lot of
16 emphasis on the fact that this says that the traffic
17 impact is very minimal.

18 To me the larger issues are really still
19 out there, and the larger issues are what exactly is
20 going to be done, to what extent will the use of
21 these buildings be strictly educational or primarily
22 educational, versus having some commercial uses,
23 because I do believe that both the educational and
24 the commercial uses are likely to increase the amount
25 of traffic.

1 And I also feel very strongly that we
2 still have a lot of questions outstanding about
3 exactly what this proposal is going to mean. You
4 know, which buildings are going to be used and how
5 are they going to be used, whether or not the fact
6 that this lease would be granted for a long period of
7 time, as versus a short period of time.

8 Whether or not the financial ability
9 will be there to go forward with it, or, you know,
10 there is going to be an effort to come back later and
11 say, well, we can't make it financially, so we need
12 to do more in terms of increased commercial uses.

13 And I guess one of my problems continues
14 to be, and I will be perfectly honest with everybody
15 here, you know, since we had the last hearing, a lot
16 of the people in this room on both sides of this
17 issue have contacted my office, come to my office,
18 and I feel more and more that rather than having an
19 opportunity to get people together and try to work
20 out the differences and come up with something that
21 really is useful, it seems like the whole effort now
22 is, you know, almost a legal approach. You know,
23 well, we will do another traffic study, and we will
24 see what that shows, then we will have a public
25 hearing, and we will comment on it. And I guess my

1 greatest fear is that, at some point, the Park
2 Service is going to move ahead with the proposal,
3 announce what they want to do, it is still not going
4 to be clear to a lot of the people what that means.
5 There will probably be a suit brought by the
6 opponents which will drag this process out, you know,
7 for years, and I just wish there was some way that,
8 rather than continue to have these hearings and more
9 traffic studies and probably more lawsuits, that we
10 could simply sit down, you know, with the Park
11 Service, with some of the people that are not happy
12 with this proposal, be they individuals or be they
13 groups, because I know some of the conservation
14 groups continue to be opposed, and see if we can work
15 something out so we can move forward in a consensus
16 fashion.

17 I know that sounds crazy. I know a lot
18 of people maybe don't want to do that, but I just
19 feel that we are going to be back here again either
20 for another public hearing or for another
21 announcement that we are moving forward and another
22 lawsuit and nothing happens.

23 And I would be more than willing, you
24 know, to play a role to try to accomplish maybe
25 before the Park Service moves forward to sit down

1 with some of the opponents and the Park Service and
2 see if we can work out some conditions.

3 Maybe, you know, if the lease is less or
4 maybe if there are more iron-clad conditions, we can
5 get everybody together and have a consensus approach.

6 I am not trying to take away from today,
7 because I know it was important to do the traffic
8 study, but I don't think it is definitive, and I
9 don't think at this point we are making any real
10 progress in terms of bringing people together, and I
11 have a strong feeling that this is just going to
12 continue to drag on, drag on without anything being
13 accomplished here.

14 And we have to accomplish something.
15 The bottom line is that the federal government is not
16 coming up with the money, atmosphere in Washington is
17 not conducive to parks in general, contrary to my
18 views, and -- and the way the system works, it is
19 very easy to keep having hearings, suits, and stays,
20 and all that, without actually accomplishing, which I
21 think is very, very sad.

22 So that's my plea. I am sure I didn't
23 make everybody happy here today. That's okay, too,
24 because sometimes when I don't make anybody happy
25 maybe that's the way to get something done.

1 Thank you.

2 (Applause.)

3 MR. MARSHALL: Thank you, Congressman.

4 Dennis is on his way up, I presume, and
5 Dennis is going to be followed by Barbara McDivot.

6 MR. GUADERA: I just want to say I am not
7 used to following a Congressman in any way, so it is
8 kind of an honor, actually.

9 My name is Dennis Guadera (phonetic). I
10 am a lifelong resident of New Jersey. I am a 20-year
11 resident of Middletown, and I really can sympathize
12 with both sides of this case here.

13 I don't think any of us who live in this
14 area, in fact, when I moved down here 20 years ago,
15 it was just a very quiet area, and obviously a
16 tremendous amount of development has taken place over
17 the past 20 years, and because of what this area
18 represents to myself and my family, we put up with
19 it, and deal with it, as all of us do in the State of
20 New Jersey, with all the traffic that goes on around
21 the state.

22 I have to admit, living in this area, I
23 have been a little ignorant about what's taken place
24 out here at Sandy Hook, and about three or four
25 months ago I became a little more informed of what

1 was going on out here with this project that is being
2 proposed. And I will tell you, I am very excited
3 about it.

4 People who are in my neighborhood, who I
5 have expressed to them about what's happening out
6 here, they are pretty shocked, and even surprised
7 about the fact that there is going to be hopefully a
8 project of this magnitude taking place out here.

9 They want to see something happen out
10 here. I want to see something happen out here that
11 will be a positive improvement.

12 The company I work for, is a company
13 called Steel Case, who is a furniture manufacturer,
14 and we are very much committed to education. And one
15 of the things that really had me excited, and does
16 have me excited about the project is the fact that
17 there seems to be a real commitment toward the fact
18 that they are really going to focus on education.
19 And I know Mast is out here and has done a great job,
20 but there's going to be, apparently, from what I've
21 seen and what I've read from this project, there is
22 going to be a much more stronger commitment to
23 education.

24 And I think the children of this
25 community, the children of this state need the

1 opportunities to really experience what Sandy Hook is
2 all about.

3 So I guess, just in summary, I don't
4 want to take up too much time, I want to express to
5 you that I do believe in this proposal. I think now
6 is the time to do something.

7 If we sit back and wait, as the
8 Congressman said, we're going to be talking about
9 this for a year from now.

10 So I really want to express my support
11 for the project.

12 And the issue of traffic, just to touch
13 upon that briefly, would be the fact that, for most
14 of the year, I don't know how many people have
15 experienced any traffic coming out here today. I
16 would say there was no traffic coming out here today.
17 That's not to minimize the fact that traffic is an
18 issue, but for most of the year come out to the
19 facility, there is no traffic, it is not an issue.

20 If I think there's issues that need to
21 be addressed, as far as traffic is concerned, it's
22 the Garden State Parkway, Route 35, and some of the
23 tremendous growth that's -- and development that's
24 taken place on those highways.

25 I don't foresee that happening. I

1 wouldn't back a project of this nature if I believed
2 they would be destroying this place and making it
3 like Route 35.

4 I want to thank you for your time and
5 appreciate the opportunities.

6 MR. MARSHALL: Thank you, Dennis.

7 (Applause.)

8 MR. MARSHAL: I presume Barbara isn't
9 here.

10 MS. MC DIVOT: I'm here.

11 MR. MARSHAL: You're here. Sorry about
12 that.

13 David Stafford will be up after Barbara.

14 MR. MC ANDREW: Hello. My name is
15 Barbara McDivot, and I am a resident of Highlands.

16 I -- it strikes me, listening to all of
17 this, that to present the options as a choice between
18 preserve or go commercial is very divisive, and then
19 to cloak the go commercial option in what I think is
20 more secrecy than is necessary makes it almost
21 impossible for people to work together and agree.

22 I -- I just don't see a way. And I
23 think that you are asking people to trust with
24 something that's very sacred.

25 One of the most moving experiences that

1 I have had in the last several years was a trip last
2 summer out to Mount Renier National Forest. It is
3 the most beautiful place I've ever been, and it is
4 only an hour from Seattle, surrounded now by ski
5 areas, and it would make a fabulous ski area. They
6 have been under a tremendous pressure to allow
7 developers in, and they haven't done it.

8 What are they doing differently than
9 what is being done here?

10 And could we not, if we work together,
11 find a solution. Why are you up there on a stage and
12 why are these people out here?

13 It doesn't make sense.

14 I am lucky enough to live on the water.
15 I watch the cars go back and forth up and down the
16 Hook all day. I was on Skeletal Hill Island last
17 week, during the week, and I laid down on the sand,
18 and I couldn't tell if what I was hearing was traffic
19 or the ocean.

20 It was mostly traffic. If going
21 commercial is the only way to save these buildings,
22 then we need to know how much traffic is really going
23 to be generated, and how will the buildings, really,
24 really, really be used, and what kind of control will
25 we have.

1 Thank you.

2 MR. MARSHALL: Thank you, Barbara.

3 (Applause.)

4 MR. MARSHALL: After Mr. Stafford we
5 have Tara Ryan Killian.

6 MR. STAFFORD: Good afternoon, ladies and
7 gentlemen. My name is David Stafford, and I am the
8 general manager of Sea Streak America based in
9 Atlantic Highlands.

10 Sea Streak operates fast ferries
11 providing daily commuter services from Atlantic
12 Highlands, Highlands, South Amboy to Wall Street and
13 East 34th.

14 We currently have 20, 40 (inaudible)
15 from these locations, and most recently have secured
16 more landings at the Clam Hut and Sandy Hook Bay
17 Marina in Highlands where we intend to increase our
18 services on the A.M. and P.M.

19 In the four years we have been operating
20 services from Monmouth County, we have seen a 90
21 percent growth in daily commuter passengers, which
22 has been very good, it is getting more cars off the
23 roads, and we are pleased that the National Park
24 Service plans to permit a ferry drop at Sandy Hook.

25 As many of you may know, Sea Streak, for

1 the past few years, has been operating a summer beach
2 excursion trip from Manhattan to Sandy Hook, and last
3 year we saw an increase up to about
4 two-and-a-half-thousand passengers on this services,
5 and that was right into the Brook Pier opposite where
6 we talk.

7 We are also very excited about the
8 prospect of providing ferry service for the park and
9 Fort Hancock. The preservation and rehabilitation
10 plans for the Fort in Sandy Hook will create an
11 opportunity to see and use these wonderful historic
12 buildings, and we welcome the ability to bring these
13 visitor is here by boat.

14 Sea Streak has made a corporate mission
15 to create as much exposure as we can to (inaudible)
16 transportation. The growth of our business is
17 attributed to the New York and New Jersey communities
18 willingness to utilize the waterways as a method of
19 transportation.

20 The expansion of (inaudible)
21 transportation in and around this area will only
22 benefit all of us. It will take cars off of the
23 road, alleviate congestion, reduce pollution and help
24 protect our environment.

25 We welcome working with the National

1 Park Service in providing ferry shuttle services
2 throughout the waterways of the metropolitan area.

3 Thank you very much.

4 MR. MARSHALL: Thank you, sir.

5 After Tara is Elaine Anderson.

6 MRS. KILLIAN: My name is Tara Ryan
7 Killian. I am a resident of the Highlands. I am a
8 member of the Highlands Elementary School Board of
9 Education, and I am a past member of the Parking
10 Committee of the Highlands Council.

11 My first two comments are, one, I want
12 to let you know, even though I am on the mailing
13 list, I received no notice whatsoever of the meeting
14 or the traffic study.

15 Two, I am dismayed that our traffic
16 expert was not able to be here on time today to hear
17 the comments of all of the citizens, and I would like
18 to know if you are going to listen to the tape so you
19 can hear all of our comments, and will we be able to
20 question you at a later date, not today, after this
21 meeting, but in writing. Can we continue to send in
22 questions or comments?

23 MR. WELLS: Any questions -- any
24 questions should be directed to our office, the
25 office of the superintendent.

1 the survey was made and numbers were given to us when
2 we don't know exactly what is going to happen to
3 these buildings, as many of the citizens have said
4 this already. How can you arrive at these numbers
5 when we don't know what will be happening in the
6 buildings?

7 I was really incredulous when I read
8 this.

9 Route 36. I can't believe that you are
10 saying that the only place that there's going to be a
11 major impact is in Keyport. Every year I sit on my
12 porch, and I see all the traffic down and going into
13 Sandy Hook. I am fortunate enough to have this
14 wonderful view from my porch. I see Route 36, over
15 the bridge, into the loops by Sea Bright, going down
16 Sea Bright.

17 I also see the roads down to Sandy Hook
18 past the little booths where you pay your fee if you
19 are not a yearly member.

20 Please don't tell me that Keyport is the
21 only site that is going to be impacted.

22 Many, many days in the summer, not just
23 on the weekends, there are hundreds and hundreds of
24 cars backed up on Route 36, and this is not because
25 the bridge is open all the time. It is because

1 there's not proper signage going down Route 36. It
2 is because when people get up to the bridge they
3 don't realize that they are not going to be able to
4 go into Sandy Hook. They continue on to Ocean Avenue
5 in Sea Bright. They don't know where they are. It
6 is a mess. Everybody is trying to turn around.
7 There isn't sufficient signage. There isn't
8 sufficient staff rangers to help with this project.

9 My other statement, my other point here
10 is, if we take this survey at face value, and say, it
11 is not going to be a major impact, there aren't a lot
12 of cars going to be coming into Sandy Hook and out of
13 Sandy Hook, as a result of the project here, the
14 Sandy Hook Partners to restore these buildings and
15 have lots of things going on. If that's the case,
16 why is Sandy Hook Partners even bothering to go ahead
17 with the project? Because they could not possibly
18 make enough money on their investment to make it
19 viable.

20 MR. MARSHAL: You need to wrap up here.

21 MRS. KILLIAN: Thank you. I really have
22 a lot of questions about this, and I will put them in
23 writing, but my point is you can't have it both ways,
24 either there are not a lot of cars coming into Sandy
25 Hook, then Sandy Hook Partners wouldn't even want to

1 be here, because they can't make money or there is
2 something wrong with the survey and there will be
3 many, many, many cars coming in and impacting the
4 traffic on Route 36.

5 Thank you very much.

6 (Applause.)

7 MR. MARSHALL: Elaine Anderson is on her
8 way up, and next is Warren Waters after Elaine.

9 MS. ANDERSON: I am Elaine Anderson, a
10 41-year resident of Middletown, and a several year
11 volunteer out here at the park.

12 One of the reason I switched from
13 watching the piping plovers to volunteering at
14 History House is because the traffic problem that one
15 got into trying to get here on time for the piping
16 plover watches on weekend mornings.

17 Also having to walk, that's a distance,
18 when I did find a place to park.

19 At History House, I have been very much
20 impressed by how emotional and pleased veterans that
21 have been here in the past are to come and see that
22 History House is open, and that the Fort is still
23 visible.

24 Now, we -- the leasing program is --
25 seems to be the only rational way to preserve the

1 building. History House is, of course, not part of
2 the leasing program, and so that I support that. And
3 the traffic study seems to be only reasonable that
4 the new uses are going to be on weekdays, it is the
5 weekends that I have a problem, and the bridge,
6 that's the real problem.

7 So when that gets replaced, the sooner
8 the better. That is about the only thing that is
9 going to really help Route 36 traffic. And I think
10 that you need to go ahead and get things done as they
11 come up and in the future.

12 Thank you.

13 MR. MARSHALL: Thank you very much.

14 (Applause.)

15 MR. MARSHALL: And Mr. Waters. Mayor
16 Harquail will be up next.

17 MR. WATERS: My name is Warren Waters.

18 My wife and I live in Rumson and have four children.

19 I have come to Sandy Hook a lot. I fish
20 off the beaches, and we use the facility. And I was
21 fortunate enough last summer to be invited out here
22 to physically tour the buildings. Not just to hear
23 about it, look at them from the outside, but really
24 go into every nook and cranny of the building, and I
25 invited a dear friend of mine here, the president of

1 the Association of Graduates at West Point, and when
2 I came out here with the colonel and took him through
3 what once was a proud officers' residence, which once
4 was a beautiful officers' club, he was mortified at
5 the condition of the buildings, and felt that
6 whatever it took, in whatever capacity to try to
7 restore them to their historical significance is
8 something that he would be interested in supporting.

9 And I can only tell you, from my
10 professional experience, that in whatever way it
11 takes, and I am not here to discuss the other issues,
12 just my personal issue that the buildings clearly are
13 in need of substantial funds to preserve them in
14 whatever way we can accomplish that, not to do that
15 would be criminal.

16 Thank you.

17 (Applause.)

18 MR. MARSHALL: Thank you, sir. Mayor?

19 MR. HARQUAIL: Good afternoon,
20 everybody. My name is Gregory Harquail, Mayor of the
21 Borough of Sea Bright.

22 I did hear, and I do understand what one
23 of our residents, Ira Kornblatt, who spoke earlier,
24 his concerns regarding the parking and the traffic --
25 mainly the traffic in Sea Bright on those busy, busy

1 beautiful days.

2 But when the weather is beautiful, and
3 it is hot in the cities, I don't know that there is a
4 cure to solving those traffic issues here in Sea
5 Bright.

6 As the Mayor of Sea Bright, I have to be
7 concerned of several issues.

8 One important issue is the economics of
9 the community for 12 months of the year, not
10 necessarily one or two.

11 I think that this project moving forward
12 will have a very positive impact on the economy of
13 Sea Bright, as well as Highlands and the surrounding
14 area.

15 The project is a good project, and
16 they've worked hard on it, and it is a good
17 alternative for the rehabilitation of these houses
18 out here in this facility.

19 I have heard a lot of comments and
20 people who have found many faults with the project,
21 and talking to one of them in another meeting, in
22 another venue, I -- this particular individual, who
23 also spoke today, said, gee, I don't believe this and
24 that. And I said, I know there were several
25 proposals out there. Several he said were 22 or 24.

1 And I said, which ones of those did you like? He
2 didn't have an answer.

3 So I haven't seen a positive alternative
4 to this project to rehabilitate these houses and to
5 save the historic fabric that exists out here.

6 I have heard comments maybe we ought to
7 preserve Sandy Hook by tearing the houses down.

8 That's like going to Morristown and
9 preserving George Washington's headquarters by
10 tearing it down, or going to Williamsburg or other
11 places.

12 I think it is a positive project, and I
13 am for it.

14 On the traffic issue, there have been
15 many people involved in traffic to try and cut down
16 on the confusion of the traffic as it comes down from
17 the south, and there's been several meetings that the
18 Park Service were involved in, and the Monmouth
19 County Traffic and SECOM and the park (inaudible)
20 emergency management, and all those things, and the
21 State Highway Department, there have been
22 improvements made, but a couple of the issues of the
23 bridge, which hopefully will be resolved in the very
24 near future, also the Sea Bright bridge which was
25 just recently repaired, and they are in the

1 feasibility study phase of possibly replacing that
2 bridge with a more efficient bridge in the year 2006
3 or 2007.

4 As far as traffic is concerned, in Sea
5 Bright, we have a major change in the demographics of
6 a very large piece of property in town, and that is
7 called the Trade Winds, and it is a multi-use
8 property, meaning it is used for a beach club in the
9 daytime and a nightclub at night.

10 That facility retains probably 600 to
11 700 vehicles, and the times when both uses are being
12 used, both the beach club and the nightclub, you
13 could have a change in -- an impact on traffic flow
14 of up to maybe 14 or 1500 automobiles.

15 That is going away to approximately 24
16 single-family homes.

17 So, in the high season, we are going to
18 have that traffic relief. We are not going to have
19 that traffic come into the community. And,
20 hopefully, that will be a help, it will not be a
21 cure-all. We will, as a shore community, I am sure,
22 may have our traffic problems from time to time on
23 the beautiful days.

24 But, as an overall traffic issue, when
25 we talk about further up the road in Hazlet and

1 Keyport, and Navesink River Road, and Highway 35, and
2 whether it be Rumson Road or River Road, or further
3 south into Monmouth Beach and Long Branch, those
4 traffic things exist, they are going to get worse,
5 and those -- the lady speaking about the Monmouth
6 County Planning Board and all these other
7 developments going on around the county, and my
8 thought to that is that Sandy Hook is here, it's been
9 here for a long time, these buildings are here, we

10 are trying to save it, revitalize it, and maybe the
11 Monmouth County Planning Board should look at some of
12 the major developments inland, how they impact the
13 traffic, and maybe, if they could keep a lid on that,
14 the small little 60 or 70 cars that the Park Service
15 and this project would bring forward in certain areas
16 might go away.

17 And, also, I hope you will all consider
18 the fact that the major piece of property with those
19 cars will not be coming into the area, hopefully
20 starting in September, October, and November.

21 Thank you very much for your time, and
22 it is great to see so many people interested in a
23 positive manner for Sandy Hook.

24 Thank you very much.

25 (Applause.)

1 MR. MARSHALL: Thank you, Mayor.

2 That exhausts the first pass of the
3 list, and as the Deputy Superintendent requested that
4 we go back, we will start from the top again, I will
5 go through the names, and for those people who chose
6 to come up to the podium and provide further
7 comments, we will do that.

8 I would also caution you again that I
9 probably still haven't learned how to pronounce your
10 last name since the first time I called it, so I
11 apologize for that.

12 But Francisco is first up again. No.

13 Carl DePhilips? No.

14 Judith Stanley Coleman?

15 Mrs. Coleman.

16 MRS. COLEMAN: (Inaudible.)

17 MR. MARSHALL: Pardon me?

18 MRS. COLEMAN: I think so. I need to
19 practice some more, I think.

20 First, I would like to hand in a list of
21 these. These are the -- these are the reasons to
22 save Sandy Hook, opposed to the MPS leasing, so I
23 would like to put it on the record, please.

24 I will just make a very few comments,
25 because I know everybody is freezing cold like I am.

1 I thought that the Congressman's
2 suggestion about forming a citizens task force was
3 very good, and sitting down with Mr. Wassel and the
4 different groups that are concerned and having a
5 conversation over it and see where we can get.

6 I still say, like everybody else does, I
7 don't know where you're going, sir, traffic
8 consultant, when you don't know what is going to be
9 exactly in each building, the number of people, the
10 number of cars.

11 When we first heard about the number of
12 cars, it was 400 cars, 1200 people, not as the Mayor
13 said, 60 cars, so I'm a little confused about that.
14 And the number, as I said, of the diners, the people
15 out there drinking, etcetera.

16 My other complaint was about the number
17 of units. I went over them very carefully. I made a
18 phone call to the Monmouth County Planning Board, I
19 am not on it, but I did call out there, and there was
20 no conversation, at least with the chairman of the
21 head of the County Planning Board, he did not know
22 anything about it, and there was nobody called in
23 Middletown Township, and that does occupy the bulk of
24 Route 36 up and down.

25 And I am really not responsible for the

1 in the hopper the town center whether it goes forward
2 or not, and Middletown will have a great deal of an
3 impact on Keyport.

4 And, if the sprawl is happening outside
5 the development, I understand that. I don't know
6 what we can do with the western part of the County.
7 But I know like when they built in Holmdel, the mall
8 out there, the cars are coming in from all over.
9 It's not just Middletown people, and that's what
10 sprawl is. It comes from wherever to get to
11 wherever, and that's really what happens, and we are
12 forced, when we put in more ratables to do the
13 affordable housing, which really hurts us.

14 I don't -- you know, I don't know that
15 Sandy Hook will add no more traffic, because
16 obviously it will, but if we go back to the original,
17 how many cars and how many people, I think that
18 should be looked at.

19 And definitely I am for protecting the
20 environment. That's probably my strongest suit that
21 I have.

22 As I mentioned, where I live, and some
23 other people that I know here live there, too, is
24 that, you know, Navesink River Road is now becoming a
25 crossroad of people getting from Highlands, Atlantic

1 Highlands to Holmdel, whatever, and the sprawl goes
2 through all the secondary roads, and that's what
3 sprawl is. It ruins the residential areas and makes
4 the houses not as --

5 MR. MARSHAL: Mr. Stanley Coleman.

6 MRS. COLEMAN: I just have one more
7 thing.

8 MR. MARSHALL: One more.

9 MRS. COLEMAN: I did ask a request of
10 coming before the Middletown Planning Board, if you
11 could come and give us some of the numbers and
12 figures that you have so that we could deal with it.

13 MR. MARSHALL: Thank you.

14 MRS. COLEMAN: Thank you.

15 MR. MARSHALL: While the Judge is coming
16 up, I would like to remind everybody the reason we
17 are going back through the list the second time is to
18 give the opportunity to specifically talk about the
19 traffic study and to direct questions at the
20 consultant.

21 So we would appreciate your reminding
22 yourself that the focus of the second round is on the
23 traffic study and questions to be directed.

24 And he can respond as well, I'm told,
25 so...

1 JUDGE COLEMAN: My questions are
2 directed -- on or off?

3 The people who prepared the traffic
4 survey, my question is, how you arrive at figures.

5 Now, you are aware that in your survey
6 there are three pages that deal with the properties.
7 You are familiar with that, sir?

8 22 of them are devoted with that. You
9 are familiar with that; right?

10 MR. BRAKMAN: Whatever is on -- whatever
11 is on the report is what we used.

12 JUDGE COLEMAN: All right. Now, how did
13 you figure out how many people would be at each
14 office -- first of all, did you know what was going
15 to be in each office?

16 MR. BRAKMAN: The method that's used
17 to --

18 JUDGE COLEMAN: Answer my question. Did
19 you know what was going to be in each office? Yes or
20 no?

21 MR. BRAKMAN: Individually?

22 JUDGE COLEMAN: Yes.

23 MR. BRAKMAN: No. We do it as a
24 conglomerate.

25 JUDGE COLEMAN: All right. Then how can

1 you tell how many people would be there if you didn't
2 know what kind of office it was going to be?

3 MR. BRAKMAN: We have rates based on
4 averages for similar developments based on square
5 foot.

6 JUDGE COLEMAN: And all 22 of them, just
7 adding that up and multiplied by 22; right?

8 MR. BRAKMAN: Well, I don't have the
9 details, but that's the procedure that we use.

10 JUDGE COLEMAN: You don't have the
11 details? You made it.

12 Now, you have a place here called cafe
13 and bar. That's building 36.

14 Did you know what sort of a cafe it was
15 going to be, how big it was going to be, how big the
16 bar was going to be, how many people it would seat?

17 MR. BRAKMAN: We probably knew the square
18 footage.

19 JUDGE COLEMAN: I beg your pardon?

20 MR. BRAKMAN: Square footage.

21 JUDGE COLEMAN: In a square foot, you
22 could have 3,000 square foot and put 10 tables in it.
23 How many people?

24 You don't know, do you?

25 MR. WELLS: Judge Coleman, as I said

1 before, this analysis was the maximum occupancy rate
2 for the square footage, what is allowable by egress
3 and fire codes.

4 JUDGE COLEMAN: I understand.

5 MR. WELLS: It is a worse-case-scenario
6 study.

7 JUDGE COLEMAN: I understand that,
8 Richard, but you didn't do it, he did it, and I want
9 to know his answer.

10 But all right.

11 With all these particular uses there,
12 did you go to anybody concerned with the project, the
13 developers, and ask them what the proposed use was to
14 be, historical or hospitality? Did you do that?

15 MR. BRAKMAN: We took all the rates from
16 the environmental assessment. We did not speak
17 directly to the developer.

18 JUDGE COLEMAN: All right. You answered.

19 One more thing I just want to point out.

20 Through your speaker, and, Mr. Wells,
21 you certainly know about this, you seem to draw some
22 analogy for this project here to the Presidio.

23 You know about the Presidio, and you
24 know there is a trust set up out there by act of
25 Congress, by Nancy Palocci (phonetic), the minority

1 leader, and has no relation to any project like this,
2 does it?

3 MR. WELLS: The Persidio trust is a
4 federal nonprofit organization (inaudible).

5 JUDGE COLEMAN: The Park Service isn't
6 part of it.

7 MR. WELLS: I'm sorry. I'm talking
8 without the microphone.

9 JUDGE COLEMAN: Park Service isn't part
10 of it. It is a trust set up and they report back in
11 the year 2013.

12 MR. WELLS: That's correct.

13 JUDGE COLEMAN: It is not an agreement
14 between private enterprise and the Park Service, is
15 it?

16 MR. WELLS: That is correct. It's an
17 agreement between the Presidio trust and --

18 JUDGE COLEMAN: All right. Thank you
19 very much.

20 MR. MARSHALL: Thank you, Judge.

21 Mike DeLuca?

22 George Moffet?

23 Marilu Strong?

24 Carol Balmer?

25 Hold on Carol. I think Marilu going to

1 overtake you down the aisle here.

2 I'm sorry. I went too quick there.

3 MS. STRONG: I just wanted to say about
4 the traffic, that really what's happening is the
5 growth in Monmouth County, that's everywhere, and
6 this is the reason that, you know, we are seeing all
7 the problems that we have in that neighborhood,
8 everywhere throughout the county, and it just isn't
9 stopping.

10 Actually, it makes the amount of traffic
11 that is going down to the Hook to be at the new Fort
12 Hancock village, it makes that look even less, even
13 more minimal.

14 I think that's the real challenge for
15 all of us who serve on planning boards, and I am on
16 the Middletown Planning Board, and it is a real, real
17 dilemma.

18 As Judy points out, the affordable
19 housing is definitely something out there that it is
20 increasing our projects and providing much more
21 traffic.

22 So I think, you know, your measure --
23 you have to measure somehow, and I think that it is
24 very interesting that the figures are by the square
25 foot, and you have the fire regulations and so forth

1 and so on, that say how many people can be in these
2 buildings and you figured it out to the max.

3 I think you have to -- you have to go
4 with these facts.

5 Thank you very much.

6 (Applause.)

7 MR. MARSHALL: Thank you. Carol.

8 MS. BALMER: Carol Balmer, 96 Middletown
9 Road, Holmdel. Okay.

10 Is it Mr. Bradden? Is that correct?
11 B-R-A-D-D-E-N?

12 MR. BRAKMAN: B-R-A-K-M-A-N.

13 MS. BALMER: One more time.

14 MR. BRAKMAN: B-R-A-K-M-A-N.

15 MS. BALMER: Brakman. Okay.

16 Mr. Brakman, who hired you, please?

17 MR. BRAKMAN: The Park Service, through
18 NJDOT.

19 MS. BALMER: So you work for NJDOT, but
20 the Park Service hired you as a consultant. Am I
21 correct? Am I understanding that correctly?

22 MS. BALMER: Because of our contract with
23 NJDOT, it was convenient to use that as a venue to
24 allow us to do the study.

25 Park services, I would consider them our

1 client.

2 MS. BALMER: So you are a private
3 contractor then or private consultant, and you also
4 contract out to NJDOT.

5 (End of tape two, side one.)

6 MS. BALMER: (Inaudible) he hires a
7 traffic expert, he hires his landscaping expert, he
8 hires his drainage and impact expert, he hires the
9 environmental experts.

10 Essentially, the taxpayer is paying for
11 Mr. Brakman to do an impact study that will favor the
12 park system in getting a lease and returns on an
13 applicant's application.

14 Somehow that seems like bass-akwards,
15 and it seems to me that the Planning Board --
16 Planning Board review process and the way it is set
17 up in New Jersey, and most agencies of review, they
18 have to have an objective, impartial agency reviewing
19 an applicant's application.

20 I don't think the Park Service can be
21 objective in this respect.

22 As well, Mr. Brakman should have been
23 hired by Mr. Wassel, not by the taxpayers, to do a
24 traffic impact study for this application, since Mr.
25 Wassel will be making the profits, the (inaudible)

1 profits.

2 The other thing I wanted to ask
3 Mr. Brakman is, in your emergency access routes, I
4 believe you went into an analysis for the Monmouth
5 Medical.

6 Do you recall that?

7 Okay. Do you recall doing an analysis
8 for Riverview.

9 MR. BRAKMAN: I would have to check. I'm
10 not sure.

11 MS. BALMER: I might have missed that.
12 That's why I was asking. All right?

13 Consequently, if you are looking into an
14 emergency access route to Monmouth medical, I would
15 think that Riverview is closer, and you would also be
16 analyzing, as well, the impact of traffic all the way
17 down to Long Branch, because if of that -- if you are
18 going to consider emergency access, and, as well, for
19 Riverview and through Red Bank and down Rumson Road
20 and down Ridge Road and all those areas, as well,
21 which are a ton of routes.

22 So I think that definitely should be
23 considered in your impact study.

24 And as Ms. Stanley I think mentioned
25 before, there is a Renaissance or rejuvenation, a

1 redevelopment of Long Branch going on right now which
2 is going to increase the traffic on Ocean Avenue
3 substantially.

4 The other thing I wanted to ask you,
5 there was reference before to the waste water
6 management plan or the waste water treatment plan,
7 and I was just going back to some of my figures and
8 calculations and the environmental impact study,
9 which I believe, if you are estimating traffic, you
10 are also estimating usage, which you are also
11 estimating waste water (inaudible) and flow.

12 The park's waste water facility is
13 permitted to discharge up to 129,000 per day under
14 the current permit. Is that correct? 189,000 per
15 day under the current permit?

16 MR. WELLS: 189.

17 MS. BALMER: All right. Current
18 operating capacity is at 60,000, I believe, gallons
19 per day, and it can go to 110,000 gallons per day.

20 MR. MARSHALL: Carol, you need to wrap
21 up again, so you --

22 MS. BALMER: Okay. Pages 8 and 43.

23 According to my calculations, you will
24 be operating at 200,000 gallons a day for what they
25 say 1,200 additional persons on the Hook, which means

1 that you are going to amend your waste water
2 management plan, the regional water quality
3 management plan, and the waste water management plan,
4 and, as such, you have to notice under the Federal
5 Clean Water Act.

6 So I think the perception before that
7 you have that waste water facility up to grade, and
8 the amount of operating capacity can handle this, is
9 a big misconception.

10 Thank you.

11 MR. MARSHALL: Thank you very much,
12 Carol.

13 Albin? Albin Zawysic? See, I learned
14 how to pronounce his name, and he's not here now.

15 Mr. Cosgrove.

16 Mike Huber?

17 Bill Shields?

18 Michael Weil?

19 Richard Anderson?

20 Mr. Forest?

21 Mr. Bravkin I believe wasn't here
22 before.

23 Ira?

24 MR. KORNBLATT: Well, now that we have
25 the gentleman available to answer the study, I go

1 back to the problem that I mentioned, the bridge and
2 Route 36 down into Sea Bright on the days when the
3 park closes down and it becomes grid lock.

4 Does your study have an answer or a
5 possible solution or a suggestion to alleviate that
6 so that it won't happen?

7 And when it does happen, how would
8 people get through that grid lock to get to the
9 restaurant out here or the bar or the ice cream
10 parlor, or whatever other commercial uses they want
11 to get to out here? They are going to be standing on
12 the bridge with everybody else.

13 Is there a solution? Other than the new
14 bridge, which might help, which is years away. Is
15 there?

16 MR. BRAKMAN: A simple answer is, there
17 is no solution to anyone trying to access the Hook,
18 when that event occurs, when the parks fill, and when
19 there's no parking.

20 The bridge and the associated
21 improvements should improve all of those situations.

22 MR. KORNBLATT: Then I was right. The
23 bridge should come first.

24 Thank you.

25 MR. MARSHALL: Dennis?

1 Barbara? Barbara's gone.
2 David Stafford.
3 Tarry Ryan Killian?
4 Elaine Anderson?
5 Warren Waters?
6 Mayor Harquail?
7 Congressman Pallone? He's left, I
8 presume.
9 Okay. Are you wrapping this?
10 MR. WELLS: Well, we would like to thank
11 you all for coming.
12 Again, every comment and question and --
13 MS. VOICE: (Inaudible.)
14 MR. WELLS: If there is anyone else who
15 didn't sign up to speak and would like to ask a
16 question, please do so.
17 Okay.
18 MR. VOICE: One other question. The
19 request I made to carry the time further (inaudible)
20 to extend (inaudible).
21 MR. WELLS: That will still be
22 considered.
23 MR. VOICE: (Inaudible.)
24 MR. WELLS: Correct.
25 MR. VOICE: You will let us know.

1 MR. WELLS: Absolutely.

2 MS. STRAVELLI: My name Gloria Stravelli,
3 and I am a reporter for The Hub newspaper.

4 I normally wouldn't participate in this
5 questioning period, but I need to address Mr.
6 Brakman. I wasn't able to get an answer to my
7 question when I spoke to your colleague, Mr.
8 Toniello, last week.

9 In the interest in making sure that I am
10 reporting on this correctly, I have a question to ask
11 you about some of the charts, and how they correspond
12 to the level of service rating given.

13 I tried to get this information, and I
14 was told I wouldn't be able to ask those questions.

15 So I have you here, and I am asking now.

16 For instance, on page 3-16, there are
17 many levels of service. My editor and I went over
18 these charts, that are stated as a letter, actually
19 inaccurate, or that doesn't correspond to the delay
20 in seconds.

21 For instance, a delay in seconds, we are
22 talking about the table 3-1, existing traffic
23 operations weekday A.M. peak hour.

24 I am trying to be specific.

25 Intersection Broad Street and Route 36,

1 delay in seconds, 51, LOSD.

2 But on the chart that is on page 3-14,
3 51 seconds, actually gets a rating of E.

4 That happened one, two, three, four,
5 five, six, seven, eight, nine, ten, eleven, twelve,
6 thirteen, fourteen, if I have teen times on this page
7 alone.

8 I was assuming that I was
9 misinterpreting the data, but perhaps you can tell me
10 why that is so.

11 Let me sit down, so I can write your
12 answer.

13 MR. BRAKMAN: The first chart you
14 mentioned, the reference chart, we were asked to put
15 a chart in subsequent to our first draft, and in the
16 hurry to put the chart in, we included a chart that
17 really is from an earlier highway capacity manual.

18 The various ratings are correct, but the
19 reference chart needs to be replaced, and we will get
20 out an addendum for that.

21 It will match. It is actually D.

22 MS. STRAVELLI: Thank you.

23 MR. WELLS: Ms. Stravelli, we will make
24 sure you get that chart immediately.

25 MS. STRAVELLI: Thank you.

1 MR. MARSHAL: Richard said to thank the
2 people. Thank you.

3 (Proceedings concluded.)

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1 CERTIFICATE

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3 I, CAROL ANN SHEPARD, a Notary Public
4 and Certified Shorthand Reporter of the State of New
5 Jersey, do hereby certify that the foregoing is a
6 transcript of the taped proceedings as transcribed
7 stenographically by me, held at the time, place, and
8 on the date hereinbefore set forth.

9
10 I DO FURTHER CERTIFY that I am neither a
11 relative nor employee nor attorney nor counsel of any
12 of the parties to this action, and that I am neither
13 a relative nor employee of such attorney or counsel,
14 and that I am not financially interested in the
15 action.

16 Notary Public of the State of New Jersey

17 Dated: May 6, 2003
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